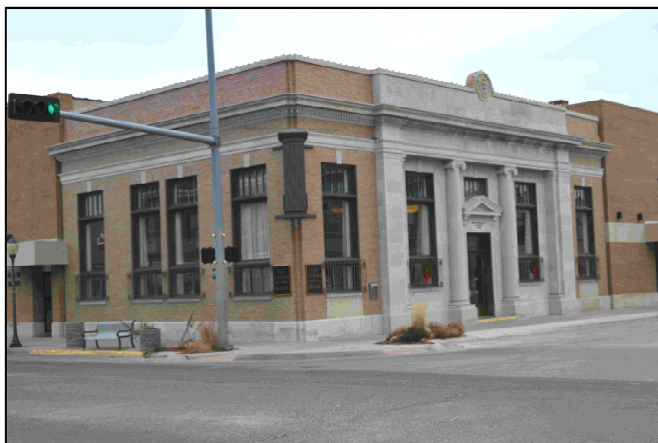# Sidney Original Town Plat
Intensive Historic Buildings Survey, 2015-16

Final Survey Report

Sidney Original Town Plat
Intensive Historic Buildings Survey, 2015-16

Final Survey Report

Prepared for:

City of Sidney
Economic Development Department
1115 13th Avenue
Sidney, Nebraska 69162

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30 June 2016

COVER: Clockwise from upper left—1041 Forrest Street (CN09-341); 1120 Illinois Street (CN09-147); 901 10th Avenue (CN09-077); and 1103 Forrest Street (CN09-339).

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Overview

This 2015-16 project in Sidney, Cheyenne County, intensively surveyed 175 mostly commercial and residential resources within the city's Original Town Plat, as part of the ongoing Nebraska Historic Resources Survey and Inventory (NeHRSI) administered by the Nebraska State Historical Society. The limits of the 102-acre survey area extended from 7th Avenue on the east to 14th Avenue on the west and from King Street on the south to Elm Street on the north (see Figure 1). Field work for the survey occurred in December 2015. The City of Sidney contracted with Front Range Research Associates, Inc., Denver, Colorado, to undertake the project. Its principals, architectural historians Thomas H. Simmons and R. Laurie Simmons, conducted the survey with the assistance of Dr. Mary Therese Anstey of History Matters LLC, Denver. Economic Development Director Tina Hochwender directed the project for the city.

Results

The survey documented 175 historic resources on the professional version of the two-page Historic Resources Inventory Form, which also included: a supplemental page containing historical background, research sources, and an assessment of eligibility as a City of Sidney local landmark; a sketch map; and multiple photographs. A survey report (this document) containing a historic overview, methodology, results, sources, and listing of surveyed resources was produced as well.

The survey area included the existing National Register-listed Sidney Historic Business District. The district's historic physical integrity appears to have improved since its original listing in 1994 and expansion in 2004. An assessment of each property's current contributing status was made, with 86 percent of the district's resources evaluated as contributing. Surveyors also identified a potential National Register historic district in the area north of the railroad tracks: the Sidney Warehouse District, containing nineteen primary buildings and roughly extending from Grant Street on the south to Elm Street on the north and from 12th Avenue on the west to the lumber yard on the east side of 10th Avenue (see Figure 1).

Thirteen properties are assessed as individually eligible to the National Register. Properties within the Sidney Historic Business District were not evaluated for individual eligibility.[1] A total of eighty-two resources were evaluated as individually eligible for listing as City of Sidney landmarks.

Funding and Acknowledgements

Funding for the project was provided by Certified Local Government Grant Number 31-15-015. The survey followed the guidelines of the Nebraska State Historic Preservation Office and the *Nebraska Historic Resources Survey and Inventory Manual* (2010). The paper used in this publication meets the minimum requirements of the American National Standard for Information Services – permanence of paper for printed Library Materials (ANSI Z39-48-1984).

The consultants wish to thank the following individuals for valuable assistance rendered during the project: Tina Hochwender, City of Sidney Economic Development Director, who managed the project; members of the Sidney Historic Preservation Board (Kay Hicks, Greg Huck, Bruce Leypoldt, Rich

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[1] The National Park Service discourages the listing of individually eligible buildings within designated National Register historic districts, as such listing confers no additional benefits.

Phillips, Jake Vickery, Scott Williams, and Kathy Wilson), who provided input on the requirements for designation as a local city landmark; Patrick Haynes, Historic Resources Survey and Inventory Coordinator, Nebraska State Historic Preservation Office, who shared copies of previous survey materials, provided advice, and answered questions about the survey process; Ruben Acosta, National Register and Certified Local Government Coordinator, Nebraska State Historic Preservation Office, who reviewed National Register eligibility recommendations; Louella Pippitt, Cheyenne County Assessor, who supplied parcel level attribute and geographic layers and permitted access to old property appraisal cards; Beth E. Fiegenschuh, Cheyenne County Clerk and Recorder, who offered scanned images of the ownership tract books for the Original Plat; Ladonna Jung, who generously gave access and insights into the holdings of the Cheyenne County Museum; Director Andrew Sherman and the staff of the Sidney Public Library, who made available genealogical and local history holdings; and local residents who answered questions and provided information about properties.
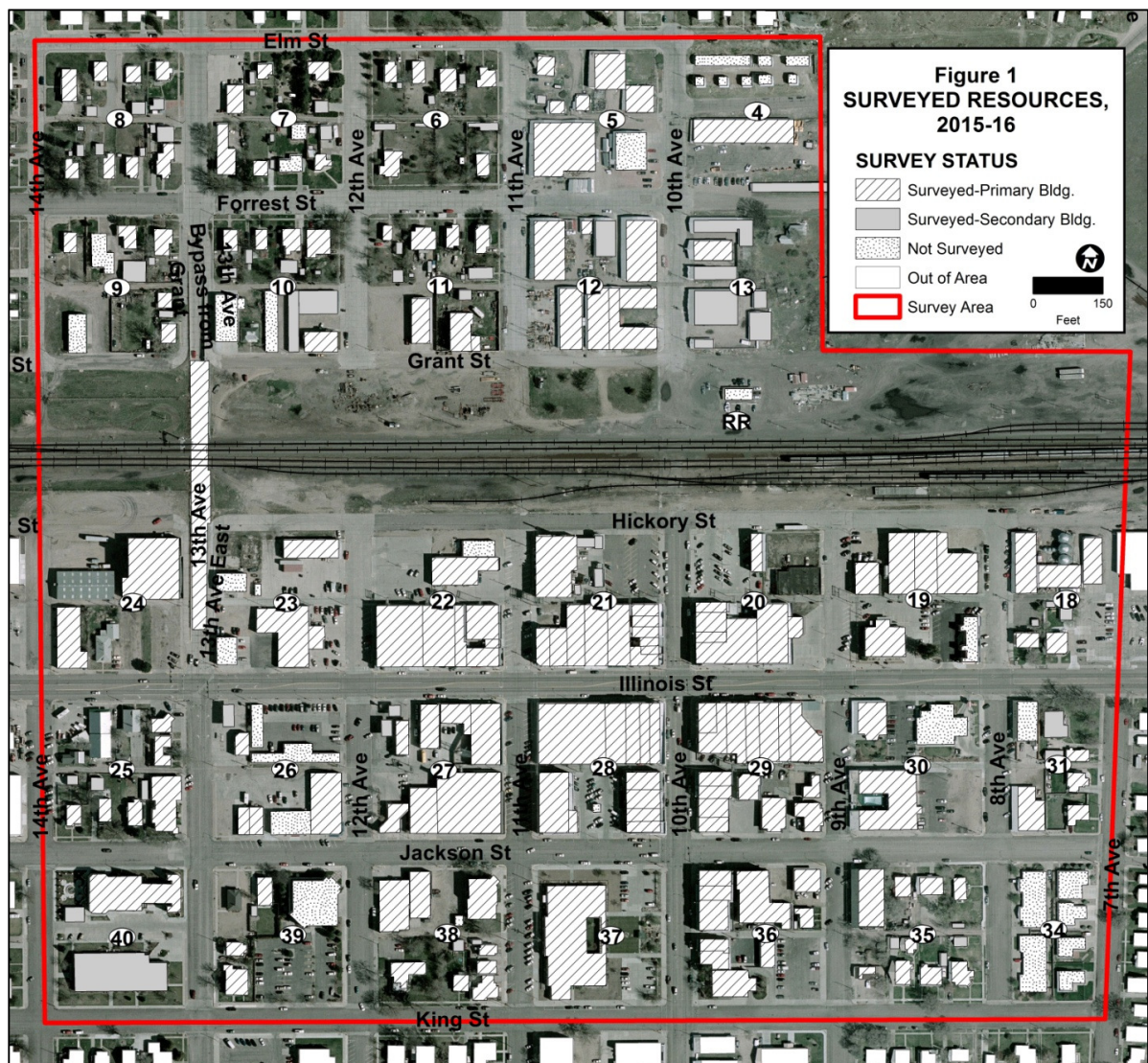
Figure 1. This map shows the 2015-16 survey area over a digital aerial photo of Sidney. Shaded polygons indicate the survey status of individual buildings. Numbers in ovals are block numbers. Where buildings are visible without a polygon overlay (as in blocks 20, 24, and 25), demolitions have occurred after the date of the aerial and the buildings replaced with a parking lot or a vacant lot. SOURCE: City of Sidney building footprint layer as edited by Front Range.

Introduction

Located near the center of Cheyenne County in the southern Nebraska Panhandle, Sidney is closer to Cheyenne, Wyoming, and Denver, Colorado, than it is to its own capital city of Lincoln. Platted in 1867 by the Union Pacific Railroad in its drive to complete its transcontinental route, Sidney developed on Lodgepole Creek, where an army detachment had been dispatched from Fort Sedgwick to protect railroad workers. The post was first known as Sidney Barracks and in 1878 became Fort Sidney. Sidney served as a division point on the Union Pacific Railroad, which stimulated the growth of the town and surrounding agricultural settlement. In 1870 the town became the county seat of Cheyenne County, garnering legal, financial, and other benefits. The city prospered as the jumping off point for access to the Black Hills gold rush in the later 1870s.

Closure of Fort Sidney in 1894 was a blow to the town, and little construction occurred in the 1890s. The 1913 Lincoln Highway, the nation's first transcontinental automobile route, brought a new source of economic stimulus, as gas stations, garages, car dealerships, and support businesses for travelers emerged. Sidney served as an agricultural supply center since its founding, but agricultural modernization brought agricultural implement dealers to serve a broad agricultural area. The establishment of a John Deere Plow Company branch warehouse in 1929 saw erection of the largest building within Sidney's downtown area, a three-story brick warehouse adjacent to the railroad tracks.

Drought hurt agricultural prospects during the 1930s, but World War II fostered a new military presence and growing prosperity for Sidney, resulting from the establishment of the Sioux Ordnance Depot northwest of town. The depot brought two thousand jobs, bolstering the local economy and prompting residential construction and subdivision platting into the postwar era. The depot continued operating after the conflict. An oil boom in the early 1950s also created jobs, increased the population, and boosted local construction, with several buildings erected on the southern periphery of downtown reflecting Modern influences.

The U.S. Census of 1960 counted just over eight thousand residents, the most ever recorded for Sidney. The closure of the Sioux Ordnance Depot in 1967 and the collapse of the oil and gas sector caused a 20 percent drop in population by 1970. In the late 1960s selection of Sidney as the headquarters for Cabela's, a recreational equipment and outfitting company, repurposed the abandoned John Deere warehouse and gave a major boost to the local economy. By 2015 Cabela's accounted for about 24 percent of the area's jobs.

Sidney Barracks and Sidney's Founding

Sidney's 1867 founding was directly linked to the construction of the Union Pacific Railroad through Nebraska. Historian Stephen E. Ambrose judged building of the transcontinental railroad "the greatest achievement of the American people in the nineteenth century," placing it on a par with the Civil War and the abolition of slavery.[2] Interest in construction of a transcontinental

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[2] Stephen E. Ambrose, *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869* (New

system grew in the 1850s, and the federal government undertook surveys of prospective routes. In July 1862 Congress passed the Pacific Railroad Bill, providing for creation of a Union Pacific Railroad that would build west from the Missouri River, while the Central Pacific Railroad would build east from Sacramento, California. Viewed as a strategic national goal, the federal government provided construction incentives, giving each company a right of way, 6,400 acres of land per mile of track, and financial aid in the form of government bonds. Project construction extended from 1863 to 1869, with the meeting of the two lines occurring at Promontory Point, Utah in May 1869.[3]

As the Union Pacific (UP) pressed construction westward, Native Americans came into conflict with surveyors and working parties, leading the railroad to ask the government for military protection. A detachment of the U.S. Army's 30th Infantry led by Brevet Major Bernard P. Mimmack came to the site of today's Sidney in the summer of 1867.[4] By early fall rails reached the soldiers' location on Lodgepole Creek, and there the UP platted the town of Sidney. The railroad named the town for Sidney Dillon, president of the Crédit Mobilier Company which built the UP.[5] Historian James C. Olson described Sidney as one of several "base towns" created by the railroad to facilitate the logistics of laying track. Fremont, Kearney, North Platte, and Sidney, "became boisterous little towns loaded with prostitutes and gamblers ready to prey on the Irish workmen who came to town on payday. As the end of the tracks moved on, these places became mere way stations, but all of them ultimately developed into prosperous small cities."[6]

Historian Robert Athearn described the early development of Sidney:

> Shortly there appeared a scattering of buildings—a water tank, roundhouse, depot, section house, and other evidences of railroad life. A company of troops arrived, with instructions to hold back small freighting outfits until enough manpower was collected to send well-protected groups into Indian country. The sutler's store, there to serve military men, plus a few assorted shacks that included a saloon, made up the remainder of what was labeled a town.[7]

In November 1867, the army established Sidney Barracks as a subpost of Colorado Territory's Fort Sedgwick.

The UP opened its line to Cheyenne in the fall of 1867. Sidney, the only settlement of any size between North Platte and Cheyenne, Wyoming, became a division point on the UP, a place housing maintenance facilities for equipment and accommodations for train crews and passengers.[8] By 1887 UP facilities in Sidney included a passenger depot, the Union Pacific Hotel, a ten-stall roundhouse with turntable, and a water tank on the north side of the tracks and freight depot to the south.[9] Many residences lying north of the railroad tracks surveyed in 2015 have associations with Union Pacific

York: Simon and Schuster, 2000), 17.

[3] Ambrose, *Nothing Like It in the World*, 80.

[4] James C. Olson, *History of Nebraska*, 3rd ed. (Lincoln: University of Nebraska Press, 1997), 127.

[5] Dillon later served as UP president, 1874-84 and 1890-92. The town of Dillon, Montana, is also named for him.

[6] Olson, *History of Nebraska*, 115.

[7] Robert G. Athearn, *Union Pacific Country* (Lincoln, Nebraska: University of Nebraska Press, 1971), 63.

[8] James L. Ehernberger and Francis G. Gschwind, *Smoke Across the Prairie: Union Pacific, Nebraska Division*, 2nd ed. (Denver: Intermountain Chapter, National Railway Historical Society, 1975), 13.

[9] Sanborn Map Company, Sidney, Nebraska, fire insurance maps (New York: Sanborn Map Company, 1887). The historic UP facilities are no longer extant.

Railroad employees. Local historian Betty Tremain explained that "early railroaders preferred living on the northside because of easier access to work, with no tracks to cross."[10] The UP right-of-way through this area of Sidney is about 315' wide.
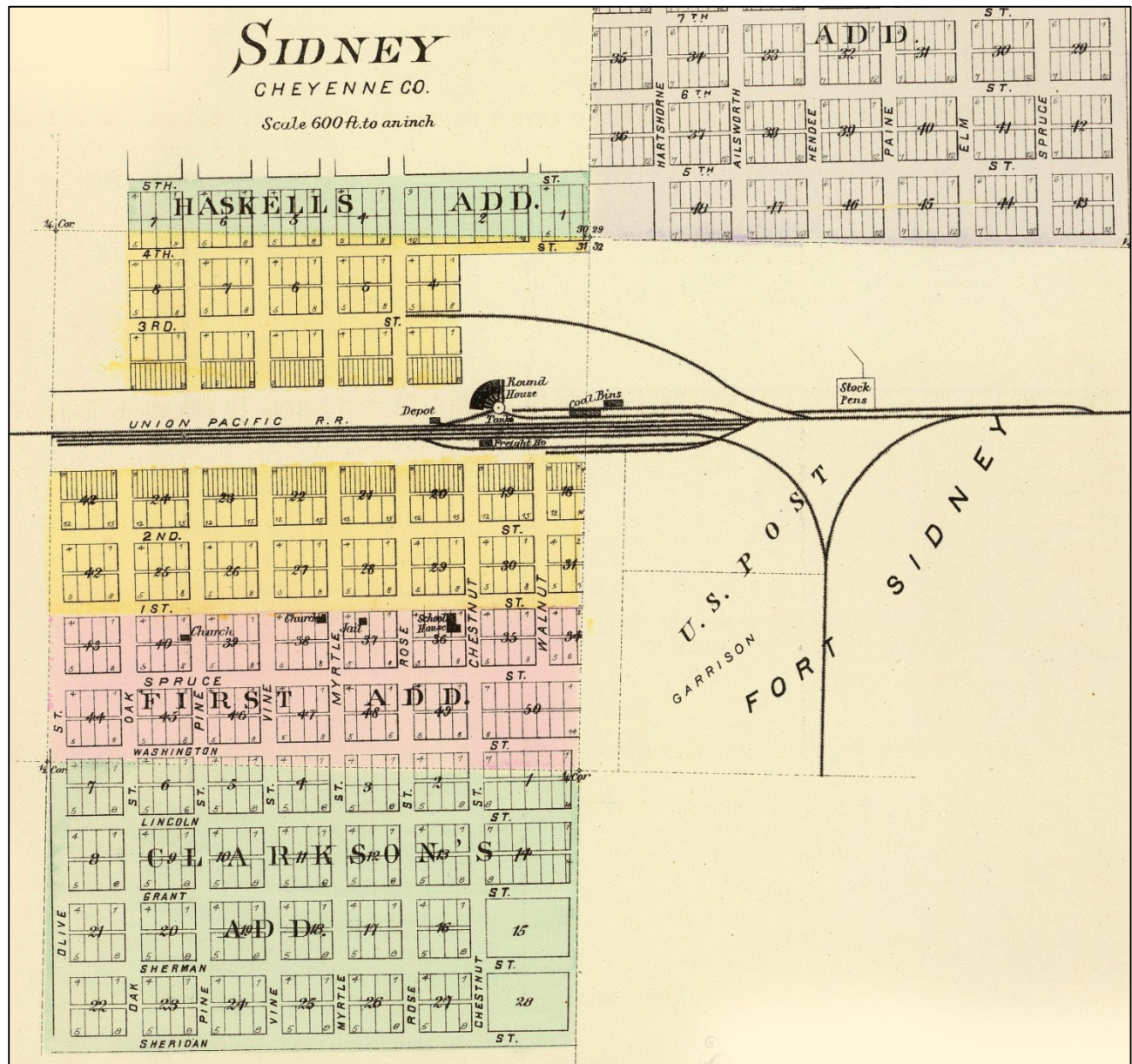
Figure 2. This 1885 map of Sidney shows the original plat in yellow bisected by the Union Pacific Railroad tracks with Fort Sidney to the right. SOURCE: Everts and Kirk, *The Official State Atlas of Nebraska* (Philadelphia: Everts & Kirk, 1885), 152.

Black Hills Gold Rush and Closure of Fort Sidney

Sidney and Sidney Barracks both expanded from the late 1860s into the 1870s. The town received a post office in 1869 and in 1870 became the county seat of Cheyenne County, which then embraced the southern half of the Panhandle. Status as county seat conferred economic advantages, insuring a

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[10] Betty Tremain, "Survey of Older Homes and Structures in Sidney," undated, 2, Cheyenne County Museum, Sidney, Nebraska.

steady flow of citizens from distant parts of the county to pursue legal matters and transact land transfers. Support services for these functions brought lawyers, insurance and loan firms, and banks to the settlement.

The first buildings at Sidney barracks were erected on the one-mile-square site in the autumn of 1869 and expanded with several new buildings the following year. In 1870 the installation became an independent two-company post with cavalry and infantry units; it was renamed Fort Sidney in 1878. In addition to providing protection for the immediate area, military historian Thomas R. Buecker noted the fort served as "an important supply point to posts and agencies to the north."[11] The grounds of the fort were irrigated and became a popular spot with townspeople, who attended concerts of the 21st Infantry band.[12]

An 1875 army report on Sidney Barracks estimated the population of the town at three hundred.[13] A significant event impacting Sidney's development occurred in 1876, when gold was discovered in the Black Hills of Dakota Territory. The town was the closest railhead to the discovery, and Sidney became a supply and outfitting center connected to the diggings near Deadwood by a 267-mile wagon road. Historian Jim McKee noted great numbers of miners passed through Sidney en route to the mines, and "with these men came 24 hour-a-day dancehalls, saloons, women of questionable character and real problems for law enforcement officials."[14] Murders and lynchings were not uncommon during the era. Writing from the perspective of 1899, the *Omaha Bee* characterized the Sidney of the 1870s as a place where "crime ran rampant until the vigilantes took the law in their own hands and did some regulating."[15]

Figure 3. First as Sidney Barracks and then as Fort Sidney, U.S. Army troops were part of the Sidney scene from 1867 to the fort's closure in 1894.

[11] Thomas R.Buecker, "One Post after Abandonment: Fort Sidney, Nebraska," typed manuscript, 1984, Western History and Genealogy Department, Denver Public Library, Denver, Colorado, 1.

[12] Buecker, "One Post after Abandonment," 3.

[13] A. Hartsuff, "Sidney Barracks, Nebraska," 376, in *A Report on the Hygiene of the United States Army* (Washington: Government Printing Office, 1875).

[14] Jim McKee, "Sidney Wildest of Wild West Towns," *Journal-Star*, 16 February 1997.

[15] Quoted in Wayne C. Lee, *Wild Towns of Nebraska* (Caldwell, Idaho: Caxton Printers, 1988), 78.

Boasting a population of 1,062 in 1880, Sidney gained a branch of the U.S. General Land Office in 1884 (see Table 1). The office supervised the surveying, management, and disposition of federal public domain lands and was a busy and important resource for settlers claiming or purchasing land. The Land Office functioned in Sidney from about 1884 through 1906. The mid- to late-1880s saw a number of substantial buildings erected in the downtown area. Intact buildings from this period documented in the 2015-16 survey area include: 1885-86 Mercy Essig Building (CN09-076, 841 10th Avenue); 1886 P&T Block/Oddfellows Hall (CN09-066, 1044 Illinois Street); and 1887 C.D. and Mercy Essig Building (CN09-074, 827 10th Avenue).

Troops from Fort Sidney participated in the Battle of Wounded Knee in 1890, but as conflict with Native Americans diminished the army looked to consolidate its installations and the Sidney post was targeted for closure. The fort encompassed forty buildings, including barracks, officers quarters, shops, stables, storehouses, bakery, and other support facilities.[16] The army formally abandoned Fort Sidney in 1894. The loss of the fort was a significant blow to Sidney; Buecker estimated it contributed $100,000 yearly to the local economy. Sidney boosters hoped to soften the impact by exploring new uses for the land and buildings, including a state military academy, an Indian school, a military prison, and a state normal school. None of these plans succeeded, and the installation was sold at auction in November 1899. The land was subdivided and eventually developed during the first half of the twentieth century.[17]

Figure 4. Michael H. Tobin built the Tobin Block (CN09-064) at 10th Avenue and Illinois Street for his Capitol Saloon in 1908 after a fire destroyed a previous building.

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[16] Buecker, "One Post after Abandonment," 3.

[17] Buecker, "One Post after Abandonment," 4-11; Federal Writers' Project of the Works Progress Administration, *Nebraska: A Guide to the Cornhusker State,* reprint, (Lincoln, Nebraska: University of Nebraska, 1970) , 346; *Sidney Telegraph*, 7 September 1878; U.S. War Department, Surgeon General's Office, *A Report on the Hygiene of the United States Army with Descriptions of Military Posts* (Washington, D.C.: Government Printing Office, 1875), 375-76. The remaining buildings of the fort were listed in the 1973 National Register, and the former officers' quarters now houses the Cheyenne County Historical Association and Museum.

The 1900 Census reported 1,001 persons residing in Sidney. Population increased slowly during the first decade of the new century, reaching just 1,185 by 1910—an 18.4 percent rise. The downtown experienced its first significant construction since the late 1880s when a number of two-story, mostly brick, commercial buildings were erected. Prominent corner buildings included the 1908 Masonic Lodge and Post Office (CN09-073) at the northwest corner of 10th Avenue and Jackson Street and the 1908 Cleburne/McIntosh Building (CN09-070) at the southwest corner of 10th Avenue and Illinois Street. A 1908 fire destroyed buildings on the west side of the 800 block of 10th Avenue, resulting in the construction of three related buildings at the northwest corner of 10th Avenue and Illinois Street, including the corner Tobin Block (CN09-064).

The Lincoln Highway and Auto-Related Development

Sidney's population totaled 1,185 in 1910, a modest increase from the 1,001 residents enumerated in 1900. Carl G. Fischer's 1912 dream of a hard-surfaced vehicular roadway linking the country's east and west coasts profoundly impacted Sidney. Fischer, an entrepreneur, land developer, and owner of the Indianapolis Motor Speedway, formulated a plan for a paved cross-country road to facilitate travel that he called the Coast-to-Coast Rock Highway. Packard Motor Car Company President Henry B. Joy supported Fischer's proposal, but suggested public support would be enhanced by naming the route the Lincoln Highway in memory of thirteenth U.S. President Abraham Lincoln. Fischer embraced the recommendation, and in July 1913 the Lincoln Highway Association organized, with Henry Joy as its first president and Fischer as one of its vice presidents. The highway group studied route options and in August 1913 announced the road would cross the middle of the country, extending 3,389 miles from Times Square in New York City to Lincoln Park in San Francisco.

The Lincoln Highway would cross the entire width of Nebraska, passing through Sidney. The same factors that dictated the route of the Union Pacific in the nineteenth century influenced that of the Lincoln Highway. As historian Drake Hokanson explained: "[Henry] Joy knew that by following a route across Nebraska and through southern Wyoming a motorist could reach the high point across the mountains at less than nine thousand feet, over much easier terrain."[18]

The Lincoln Highway Association placed red, white, and blue markers with a capital "L" to designate the official route. "Seedling miles" of concrete roadway were constructed, but the bulk of improvement of the highway was left to local organizations. This resulted in great variability in road conditions. The Association published guidebooks for the Lincoln Highway, which described the route, noted road conditions, profiled cities along the highway with available services, and contained advertisements of roadside businesses.

The 1910s witnessed a great burst of growth for Sidney, whose population rose from 1,185 in 1910 to 2,852 in 1920—a 140.7 percent increase. Buoyed by agriculture and the Lincoln Highway, the town enjoyed prosperous times that resulted in construction of a number of significant buildings. Fourteen two-story brick commercial blocks rose in downtown Sidney during the 1910s, including the A.R. LeSueur Building (CN09-067, 1916); Stuht and Hink/Moore Building (CN09-384, 1916); Sidney Mercantile Company/Greenlee's (CN09-061, 1916-17); Osborn Building (CN09-071, 1917); and Nebraska State Bank of Sidney (CN09-052, 1917). The town also gained a Carnegie Library (CN09-17,

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[18] Drake Hokanson, *The Lincoln Highway: Main Street Across America* (Iowa City, Iowa: University of Iowa Press, 1988), 12.

TOWNBUILDERS

James J. "J.J." McIntosh

James J. McIntosh, born 17 June 1850 in Canada, came to Nebraska at the age of nineteen. McIntosh married Mary Heelan in 1870, and after bearing him two sons she died in 1874. McIntosh then established a ranch and raised cattle for two years about twenty-five miles west of Sidney. J.J. wed Mollie Kelly on 25 May 1880, and they had a daughter, Grace. In 1887 McIntosh became a general land agent for the Union Pacific. He also began practicing law and lending money. Always active in civic affairs, J.J. served as county treasurer for two terms and a member of the school board and town council. Money lending began occupying a larger role in his life, providing immediate cash for those in need. In 1899 he was an incorporator and manager of the American Bank (now American National Bank).

McIntosh served as bank president in 1916, when the institution erected its current building at 901 10th Avenue (CN09-077). A *Sidney Telegraph* article from 18 February 1916 marked the opening of this facility and noted the president "spared no expense in creating a beautiful structure both within and without… contributing in the highest to the comfort and convenience of the business." Faced with failing health, J.J. sold his Bank shares; he died on 18 January 1919. Survey area buildings either he or other members of the McIntosh family owned include: 1001 Illinois Street (CN09-070), 936 10th Avenue (CN09-072), 840 10th Avenue (CN09-128), 1103 Illinois Street (CN09-149), and 815 Hickory Street (CN09-416).

Table 1. Sidney Population Trends

Year	Population	Population Change	
		Number	Percent
1880	1,062	--	--
1890	--	--	--
1900	1,001	--	--
1910	1,185	184	18.4%
1920	2,852	1,667	140.7%
1930	3,306	454	15.9%
1940	3,388	82	2.5%
1950	4,914	1,526	45.0%
1960	8,004	3,090	62.9%
1970	6,403	-1,601	-20.0%
1980	6,010	-393	-6.1%
1990	5,959	-51	-0.8%
2000	6,282	323	5.4%
2010	6,757	475	7.6%
2014	6,914	157	2.3%

NOTE: Data source is decennial U.S. Census; 2014 is July 1st Census Bureau estimate. A separate count for Sidney was not returned in 1890.
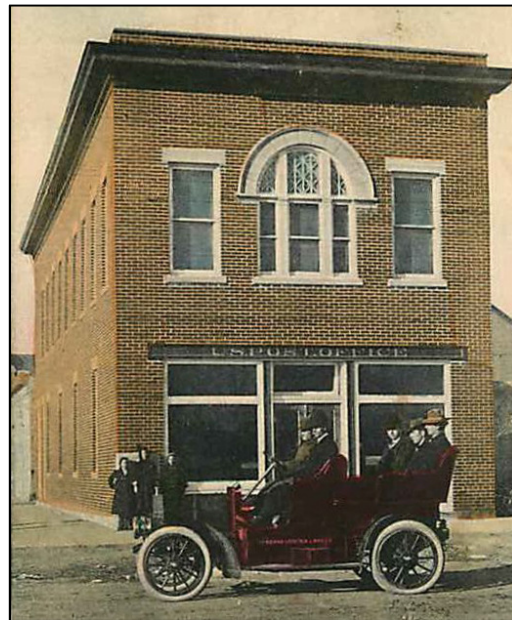

Figure 5. The northwest corner of 10th Avenue and Jackson Street received this building in 1908 housing the Masonic Temple and the U.S. Post Office (CN09-073).

Figure 6. The 1916 Sidney Motor Company and Ford Garage (CN09-149) was one of many resources in Sidney related to increased traffic and prosperity associated with the Lincoln Highway.

1914) and two churches: St. Patrick's Catholic Church (CN09-057, 1913-14) and the Lemon Memorial Methodist Church (CN09-024, 1919).

Sidney's location on the Lincoln Highway brought its businesses economic benefits from increased numbers of travelers. The *Sidney Telegraph* reported in 1918:

> Thousands of automobile travelers stop here during the touring season, to purchase repairs and supplies and to remain over night quite frequently. This has promoted the building of costly and fine garages. There have been four erected along the Highway and each comes in for its rich share of tourist patronage besides that which comes to them from the many automobiles owned in this county.[19]

The newspaper pointed to the Sidney Motor Company (a Ford garage), the Hupmobile and Buick garage of Joseph Hahler, C.J. Edwards garage (a Marion-Handley facility), and the Brewer Garage, which was "the oldest garage in Sidney and has a wide reputation for its equipment of machinery and its expert mechanics." The fifth edition of the Lincoln Highway guide, published in 1924, contained a display advertisement for the Hahler Garage in Sidney and reported that "good to excellent gravel and dirt roads will be found" between Sidney and Cheyenne. "Splendid work has been done in the western portion of Nebraska and eastern Wyoming, the road being in excellent shape when the scarcity of population and the lack of funds for road maintenance is considered."[20] In 1926 the nation's first system of interstate highways used numbered routes, with U.S. 30 following the alignment of the Lincoln Highway. In 1928 the Lincoln Highway Association disbanded.

Sidney gained a number of gasoline stations, garages, and car dealerships to meet the demand of greatly increased traffic. Within town the bulk of transportation-related businesses clustered along or near Illinois Street, the route of U.S. 30. The 1928 Sanborn fire insurance map and 1930-31 county directory provide a means of gauging the impact of the transcontinental highway. The directory listed

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[19] *Sidney Telegraph*, 11 January 1918.
[20] Lincoln Highway Association, *The Complete Official Guide to the Lincoln Highway*, 5th ed. (Detroit, Michigan: Lincoln Highway Association, 1924; reprint Tucson, Arizona: Patrice Press, 1993), 401.

ten gasoline filling stations, mostly found on corner locations along Illinois Street. Fourteen businesses fell under the automobile service category and eight under garages, while small numbers of auto battery, glass, radiator, and electrical service firms also operated. Sidney also boasted nine automobile dealers offering both new and used vehicles. Notably absent from the listings were tourist courts, the forerunners of motels.

The current survey documented examples of important automobile related buildings dating to the 1910s and 1920s, including: 1916 Owens Motor Company/Sidney Motor Company and Ford Garage (CN09-149, 1103 Illinois Street); 1920 M.W. Osborn Automobile Company (CN09-068, 1136 Illinois Street; altered); and 1929 Wade and Hamilton, Inc./Kokjer Motor Company (CN09-387, 1200 Jackson Street). A number of the early garages along Illinois Street were substantially modified in the 1950s with Modern Movement façades and converted to other commercial uses.

Figure 7. The John Deere Plow Company erected this massive warehouse distribution center (CN09-211) in Sidney in 1929. Its leaping deer sign was still present in this ca. late 1950s Assessor appraisal card photograph.

Growth as an Agricultural Support Center

Sidney served as a service and supply center for the surrounding agricultural area founding, and this role continued in the twentieth century. In 1900 Cheyenne County alone contained 712 farms with an average acreage of 579.8. From the 1910s through 1940s several major agricultural equipment manufacturers established outlets in Sidney. The largest of these wholesale concerns, the 1929 branch warehouse of the John Deere Plow Company (CN09-211), consisted of a three-story red brick building at the southwest corner of the railroad tracks and 13th Avenue. It featured a massive John Deere leaping deer logo on a rooftop framework. In November 1928 the *Omaha World-Herald* had reported Deere would erect a wholesale warehouse, distribution, and repair building costing $85,000 in Sidney, where the western branch offices of Deere would be there. Company architect Oscar A. Eckerman of Moline, Illinois, prepared plans for three-story red brick warehouse.

The same year Minneapolis Moline erected a one-story brick-faced clay tile warehouse at 1041 Forrest Street (CN09-341). The survey identified twelve buildings associated with the agricultural

implement trade erected in Sidney from ca. 1913 through the 1940s. The area north of the railroad tracks, between 10th and 12th avenues and Grant and Elm streets, held most of these business, although a few were located south of the railroad tracks.

Sidney's population growth slowed in the 1920s, when the town posted a 15.9 percent increase and a 1930 population of 3,306. Little change occurred in the 1930s when Sidney grew by 2.5 percent, producing a 1940 population of 3,388. Additions to the downtown area included two-story brick commercial blocks, including the ca. 1922 McLernon/Jorgenson Building (CN09-126, 933 10th Avenue) and the ca. 1922 Stover Building (CN09-123, 1025 10th Avenue). The town acquired a large apartment building, when Arthur S. Hardy erected his Hardy Apartments (CN09-258) about 1921 at 1001 9th Avenue. The First Christian Church (CN09-409) rose at 940 13th Avenue in 1927.

The 1917 National Vocational Education Act (the Smith-Hughes Act) resulted in the 1927 construction of the Smith-Hughes Vocational Agriculture Building (CN09-205, 1145 Jackson Street). The act distributed federal funds to states to support pre-collegiate vocational education in agriculture, industrial trades, and home economics. Classes were conducted under the auspices of Sidney High School. The city also gained two new public buildings during the 1930s: the City Auditorium (CN09-055, 1930) and U.S. Post Office (CN-058, 1933). In 1938 Works Progress Administration (WPA) workers demolished the 1903 Tobin Opera House east of the city auditorium.

Figure 8. The 1942 Sioux Ordnance Depot was a mainstay of the Sidney economy until its closure in 1967. The facility featured 801 ammunition igloos like this one.

World War II and the Sioux Ordnance Depot

In the late 1930s, as prospects heightened for another world war, the U.S. Army Ordnance Department considered plans for expanding the nation's munitions storage capacity. Most existing storage facilities were clustered along the Atlantic seaboard and considered vulnerable to air attack. Criteria for selecting sites for new depots included a strategic location, proximity to raw materials, transportation access, operational economy, and local climate. By April 1937 military

TOWNBUILDERS
Lena (née Jessen) Neubauer

Lena Jessen was the middle child born to parents Rasmus and Margretha Jessen on 1 July, 1887. Her father was raised on a dairy farm near Heidelberg, Germany. He immigrated to America with two brothers, establishing a homestead northwest of Dalton. Once settled, he sent for Margretha Hansen, an indentured milkmaid who worked at his parents' farm. The two married in 1885 and had three daughters: Mary, Lena, and Anne. Lena's father passed away in 1890 from blood poisoning after falling on a rusty nail. Her mother, to make ends meet, both rented out rooms in their home at 1121 Elm Street (CN09-352) and sold milk, butter, and homemade German bread to her neighbors.

In 1892 Margretha remarried, wedding another German immigrant, Henry Bangert (or Bankert), who worked as a railroad track inspector. Lena became step-sister to four Bangert siblings, two girls and two boys. She graduated from Sidney High School and held numerous clerical positions, including cashier at the Union Pacific dining room, clerk at Western Drug, and a long-time job in the City Treasurer's Office. Lena did not marry until the age of 35, remaining at her family home until that time. She met her husband, Leslie Neubauer (1872-1956), while both of them worked at the City. He came from Fort Scott, Kansas, with his family, who established a homestead south of Sidney. Neubauer served as a clerk in the county clerk's office, city clerk, and as an officer in the Liberty State Bank until it closed. Later, he represented the Hartford Insurance Company, operating a Hartford Insurance business from the couple's house at 1204 Forrest Street (CN09-337).

In 1926 Lena's mother, step-father, and step-siblings moved to 1105 Elm Street (CN09-456), a house constructed on a parcel of land Lena had owned since 1914. Lena and Leslie Neubauer did not have any children. He died on 12 February 1956. Lena passed away on 17 October 1973 and is buried at Greenwood Cemetery. Her nephew Harold Bird and his wife, Anna, inherited the Neubauers' properties after Lena died.

planners identified a "reasonably safe area for arsenals and depots," consisting of the nation's interior lying east of the Sierra Nevada and Cascades and west of the Appalachians.[21] Eight new ordnance depots were built in 1941 and early 1942, followed by second group of eight completed in 1942. A history of the Army Ordnance Department concluded "the construction and layout of the new depots, modern in every respect, permitted concentration of large quantities of materiel and far more efficient operations than when stocks were scattered among twenty or thirty depots."[22]

The 1942 Sioux Ordnance Depot was part of the second group of depots, built for receiving, storing, and issuing ammunition, components, and supplies. The facility covered nearly 20,000 acres 9 miles northwest of Sidney and included 801 domed tile ammunition storage igloos and hundreds of warehouses, support buildings, and living quarters. A spur track from the Union Pacific mainline served the depot which employed about two thousand civilians and a handful of military personnel. The installation also included a grass airfield with three runways.[23] In 1943 a temporary prisoner of war camp was built, and Sidney residents remember the Italian prisoners housed there.[24]

Historian Jim McKee reported

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[21] Constance McLaughlin Green, Harry C. Thomson, and Peter C. Roots, *The Ordnance Department: Planning Munitions for War* (Washington: Department of the Army, Center of Military History, 1955), 63-64.

[22] Green, Thomson, and Roots, *The Ordnance Department: Planning Munitions for War*, 80.

[23] Jim McKee, "From the Sioux Ordnance Depot to Western Nebraska Community College," *Lincoln Journal Star*, 11 October 2015.

[24] McKee, "From the Sioux Ordnance Depot"; Clyde E. Nelson, "My Memories of the Italian Prisoners of War at Sioux Ordnance Depot," in Cheyenne County History Book Committee, *History of Cheyenne County Nebraska*, 161-162.

construction of the depot created a housing shortage in Sidney, with the federal government providing funds for new apartments and houses in 1942.[25] As the city's population expanded, businesses benefitted from new consumers and growing demand for goods and services. At the end of the war the depot continued its operations, storing and disposing of unused ammunition.

Building priorities during the war focused on essential defense-related construction. Only fourteen surveyed properties date to the 1940s, including a number of one-story commercial buildings. One the most notable of these is the Sidney Greyhound Bus Depot/Overland Café (CN09-148) completed in 1948 by the Barkalow Brothers. The tile block building with a metal hood and band of windows displayed International style influences. Two of the new buildings employed elements of the Moderne style: the ca. 1945-48 Hahler Motor Company (CN09-150) and the ca. 1949 Ellsworth Agency (CN09-124), built as an office building.

Postwar Oil Boom

The Sioux Ordnance Depot remained in operation, and during the Korean War its activities increased, with its peak employment of 2,069 workers coming close to its World War II high. The 1949 discovery of oil in the Nebraska Panhandle also stimulated Sidney's economy in the early post-World War II period, soon eclipsing the economic impact of the depot. Historian James C. Olson concluded the southwestern oil and gas boom, "notably in the Sidney area, added greatly to the economy of the region and state."[26] The Ohio Oil Company, later known as Marathon Oil Company, leased 20,000 acres of land between Gurley and Sidney, drilling their first successful well on the Mary Egging Ranch on May 13, 1949. This discovery, that initially yielded an average of 225 barrels of oil per day, inspired other exploration in both oil and natural gas. By February 1950 companies had established oil leases on approximately 700,000 of the county's 800,000 acres of private land.[27] The boom affected the wider region, benefitting not only southwestern Nebraska but also eastern Colorado and a small portion of Wyoming. The accompanying population increases contributed to Cheyenne County's growth by 2,500 between 1940 and 1950. Oil industry jobs, along with opportunities at the Sioux Ordnance Depot, attracted newcomers to Sidney. An article in the October 17, 1954, *Omaha World-Herald Magazine* described oil industry employees as "scientific cusses who set off dynamite charges… make charts and graphs of how the vibrations are sent back to the surface" and concluded "wildcatting isn't as wild as it used to be."

Despite familiarity with previous railroad- and military-related booms, dramatic oil and gas growth stressed Sidney's existing infrastructure. The oil boom stimulated construction of commercial businesses in downtown Sidney. In 1949 Sidney native Elmer K. Krueger (1890-1973) bought a vacant lot and erected a new building near the railroad tracks (CN09-138, 921 Hickory Street). Mabel Broyles, a widow with three children, heard that Sidney had great demand for restaurants and sleeping rooms due to the oil boom, the busy Sioux Ordnance Depot, and the railroads. She moved her family to town before the Krueger building was complete and lived with her children in the basement. On the first story she opened Rails Café, with Roy Gollobith as her partner. Mabel reported that to accommodate business they immediately ran three shifts: six to two, two to ten, and ten to six. Eighteen waitresses, three cooks, three cook helpers, and three dishwashers were employed. At that time there were five cafes in town that operated twenty-four hours per day,

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[25] McKee, "From the Sioux Ordnance Depot."
[26] Olson, *History of Nebraska*, 359.
[27] "Sidney Area Excited Over Oil, Gas Field," *Omaha World-Herald*, February 21, 1950, 1.

Sidney native Guy Vining Doran was born October 26, 1883 and held numerous positions, including country school teacher, bartender, clerk, Union Pacific storekeeper, realtor before marrying Mabel Gapen on 12 December 1909, in Grand Island, Nebraska. The newlyweds lived in Kansas City, Missouri, for a time before returning to Sidney. In 1912 the Dorans' only child, Helen, was born. Doran owned and published the *Sidney Telegraph* from 1921 to 1946; Mabel Gapen was related to the previous publishers Fred A. and Henry E. Gapen. Guy Doran, or his Doran Investment Company, purchased numerous downtown Sidney buildings, including the former Telegraph Printing building (832 11th Avenue, CN09-140); Farmers Insurance building (840 11th Avenue, CN09-141); the former Wards Catalog Store (1112 Illinois Street, CN09-146); and the Fox Theater (1120 Illinois Street, CN09-147). He died on 7 May 1966, and is buried at Greenwood Cemetery.

seven days a week. The busy café brewed one pound of coffee every hour, charging 5 cents a cup. They used 30 to 50 dozen eggs each morning and mixed pancake batter in five gallon batches. Mabel reported the cooks "made lots and lots of grave yard stews. Rail Road men ate this before going to bed." She began offering five upstairs sleeping rooms for railroad men the following spring. Four men were assigned to each room: two used the room for sleeping while the other two worked.[28]

Between 1949 and 1954 the city added nine miles of paved roads, twelve miles of water lines, eight miles of sewers, and twelve miles of electrical transmission wires.[29] Ohio Oil employee Thelma Cameron remembered the height of the 1950s boom when both housing and office space were nearly impossible to find.[30] After enduring operations in temporary facilities and having employees scattered across the community, oil companies erected new office buildings in Sidney for their executives and other employees. Contractors built much-needed housing in new subdivisions with curvilinear streets, allowing Sidney to participate in the same residential trends sweeping across postwar America.

In addition to the above 1950s infrastructure developments, Sidney gained an underpass below the Union Pacific Railroad tracks. For decades, local residents envisioned and officials discussed an underpass before state, federal, and railroad representatives approved preliminary plans for its construction in 1954. At the time, Sidney had only two surface crossings over the railroad tracks. An *Omaha World-Herald* article reported the crossings became a "daily traffic bottleneck" for people traveling from the north to the south side of town. In one instance a fire truck was delayed by a slow-moving freight train for twelve minutes while a city garbage truck burned on the other side. A bond issue for the work was required because the city was responsible for paying half of the right of way damages resulting from property owners building in the grade separation. Ninety percent of the underpass cost would be paid by the federal government and 10 percent by the railroad; they would share in the right of way damages. Contracts for the work were issued by state engineers and construction began on 26 March 1956. In October Governor Victor Anderson cut a ribbon opening the $500,000 two-block underpass on 13th Avenue (CN09-349). A newspaper

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[28] Mabel Gollobith, "The Rails Café," in Cheyenne County History Book Committee, *History of Cheyenne County, Nebraska, 1986* (Dallas, Texas: Curtis Media, 1987), 266-67.

[29] "Oil-Boomed Sidney Grows Without Hysterics," *Omaha World-Herald Magazine*, October 17, 1954, 18-19.

[30] Cheyenne County History Book Committee, *History of Cheyenne County, Nebraska, 1986* (Dallas, Texas: Curtis Media, 1987), 164.

article reporting the event described the underpass as "the first one west of Grand Island under the Union Pacific main line."[31] Construction during the decade led to record-breaking numbers of building permits. The cost of planned projects in mid-December 1950 exceeded $1.8 million.[32] The value of new construction in the first ten months of 1954 was $2 million.[33] The author of the 2004 National Register boundary expansion for the Sidney Historic Business District noted: "It is clear that a significant number of post-war buildings were built in Sidney's central business district. The existence of these buildings attests to the continuing significance of Sidney's historic downtown through the second third of the 20th century."[34] Two notable buildings of the period are the 1951 New Fox Theater (CN09-147, 1120 Illinois Street) and a ca. 1951 J.C. Penney Department Store (CN09-134, 922 Illinois street). The postwar era saw erection of purpose-built buildings for doctors, lawyers, government agencies, insurance agents, and others offering professional and business

TOWNBUILDERS
Riley E. Roche

Riley E. Roche, born 16 May 1891 in Friend, Nebraska, attended both pharmacy and medical school at Creighton University. Upon earning his M.D., he remained in Omaha to serve an internship at St. Joseph's Hospital. Roche married Julia Schulte about 1919, and the couple had three children, only one of whom survived.

Speaking at the Nebraska Medical Association convention in 1933, Roche explained the realities of serving as a country doctor in the forty-mile area surrounding Sidney. He routinely carried two large suitcases full of medicines and materials, and noted "in cases of major operations, members of the family must administer the ether or chloroform while the doctor operates under the light of a coal oil lamp." Perhaps these experiences influenced Roche's decision to open a new hospital in Sidney in 1934. The Roche Hospital was located in the former Nebraska State Bank building at 1001 10th Avenue (CN09-052).

In addition to managing the Roche Hospital, the doctor completed over twenty years of public service to Sidney. He fulfilled a wide variety of roles: Sidney City Physician, city council member, head of the Chamber of Commerce, chairman of city utility board, director of a local bank, director of the country club, officer for the Lions Club, and a selective service examiner. For ten years, five consecutive terms, Roche served as Sidney's mayor. Major accomplishments during his mayoral terms included street paving in nearly all residential areas; upgrades to city parks and construction of a new swimming pool, shelter, and band shell; improvements to water mains and pump houses while maintaining the city's fiscal surplus; and assuming public ownership of the light, power, and steam plant. During the wild wartime years, when Sidney boasted 1,800 trailers full of war workers at the Fairgrounds and hundreds others living in either emergency housing or any available room, Roche earned a reputation for being both "hard and tough." He "was determined to have no one bring disgrace upon the city… (and) encouraged our chief of police and his men to put up with no nonsense." This attitude and the subsequent arrest of "drunks and others who disturbed the peace" benefitted local schools who used the over $7,000 in fines assessed. Dr. Roche practiced medicine until 1955. He passed away on 27 November 1960 and is buried in Greenwood Cemetery.

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[31] *Omaha World Herald*, 31 March 1951, 3, 17 November 1954, 20, 12 August 1956, 30, and 19 October 1956, 42.

[32] "Sidney Building Sets Record," *Morning World-Herald*, December 13, 1950, 27.

[33] "Oil-Boomed Sidney Grows Without Hysterics," *Omaha World-Herald Magazine*, October 17, 1954, 18-19.

[34] Callahan, Sidney Historic Business District, boundary expansion.

services. Examples of this pattern include the Marx Building (CN09-406, 742 Jackson Street) and the Insurance Center (CN09-408. 1240 Jackson Street). Sidney's professionals previously occupied offices on the upper floors of downtown buildings.

Direct oil boom-related resources in Sidney include the Ohio Oil headquarters, completed in 1951 at a cost of $125,000 at 905 4th Avenue (outside the current survey area).[35] The present survey identified a few other buildings housing professional and oil well service companies, including: Petroleum Geophysical (CN09-065, 1020 Illinois Street); Service Mud Company and Magcobar (CN09-420, 701 Hickory Street); and Central States Testing (CN09-414, 817 9th Avenue).

Oil and Gas Bust and Closure of Sioux Army Depot

Thanks mostly to oil-related growth, Sidney's population peaked at 8,004 residents in 1960.[36] In 1960 Marathon Oil Company expanded their operations, building a new natural gas plant in West Sidney. The value of city permits continued to increase. The 5 April 1963, edition of the *Sidney Telegraph* mentioned a number of planned larger projects: the half-million dollar St. Patrick's High School, a $300,000 addition to Sidney Senior High School, and a $75,000 expansion of the Memorial Rest Home.[37] Continued output from existing wells and the 1964 discovery of oil just one-half mile east of the Depot boosted the state's standing in oil production. In 1966 Nebraska ranked seventeenth among the thirty-two oil-producing states in the country.[38]

Figure 9. This view west on Illinois from 9th Avenue shows a prosperous Sidney in the mid- to late 1950s, when the oil boom and depot boosted the local economy.

The continuing good times led Cheyenne County to erect a new courthouse. In the 1950s county officials complained the 1914 Cheyenne County Courthouse was overcrowded and in poor condition. However, in 1956 voters defeated a $350,000 plan to improve the building with

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[35] The building at 905 14th Avenue is still extant but outside the present survey area.

[36] John Kay, Lonnie Dickson, Robert Kay, and Kathleen Fimple, *Nebraska Historic Buildings Survey: Reconnaissance Survey Final Report of Cheyenne County, Nebraska*, (Lincoln, Nebraska: Nebraska State Historical Society State Historic Preservation Office, 1994), 23.

[37] "50 Years Ago Today," *Sidney Telegraph*, April 5, 2013.

[38] Kay, *Reconnaissance Survey Cheyenne County*, 116.

addition of two wings following a design by noted Denver architect Roger Musick. Ten years later the county board decided to erect a new courthouse after receiving a legal opinion that a vote of the citizens was not required. The new building was constructed west of the existing courthouse, which was demolished in 1968 when the new building was complete. The $450,000 facility was designed by the architectural firm of Hahn Dunn Gardner of North Platte and built by Carl W. Christ Construction Company of Sidney. The new construction incorporated the cornerstone of the earlier courthouse, and a new cornerstone was laid on 19 May 1967. The one-story brick building displayed a Modern design influenced by Formalism, a style popular in the 1960s and 1970s for civic buildings and seen in the use of brick and concrete, recessed windows, flat roof, colonnaded walkway, and carefully organized spaces.[39]

Figure 10.The Fort Sidney Motor Hotel (CN09-405) opened in 1962 after many years of planning. SOURCE: Historic postcard image, Tom and Laurie Simmons collection, Denver, Colorado.

Professional offices continued to rise on the southern periphery of downtown in the 1960s, including the 1962 law office of Martin, Davis, Mattoon, and Matkze (CN09-393, 907 Jackson Street) and the ca. 1967 medical offices of Dorwart and O'Holleran (CN09-394, 920 Jackson Street). After many years of efforts, the Fort Sidney Motor Hotel finally opened in 1962 east of downtown (CN09-405, 935 9th Avenue). The two-story, U-shaped lodging facility featured fifty-one rooms and a restaurant. Two service stations were erected along U.S. 30, including the Collins Sinclair Station at 1200 Illinois Street (CN09-108), clad with porcelain enamel metal panels.

While oil was still booming, the Sioux Ordnance Depot began to fade. About 1961 outgoing shipments from the depot ceased and the installation became known as the Sioux Army Depot. Two years later the depot was earmarked for closure. A Minuteman Missile Project Launch Control Center opened on the depot grounds in 1963, only to have the program scheduled for phaseout the following year. A federal retraining program, the Sidney Occupational Training Center, was established on the site in 1964 to blunt the economic impact of losing the depot. Supervised by

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[39] Cheyenne County Courthouse cornerstone and plaque; *Omaha World-Herald*, 1 April 1956, 6 January 1957, 2 February 1965, 29 October 1966, 11 November 1966, 12 August 1971, 28 August 1977.

Sidney Public Schools, the center provided training in such fields as auto and tractor mechanics, office clerk, waiter and waitress, and pastry baker.

Most buildings on the site were demolished when the depot was deactivated in June 1967. Government programs provided needed economic stimulus to mitigate the loss through establishing new programs utilizing the depot site and remaining buildings. In 1967 the High Plains Agriculture Laboratory received land, buildings, and equipment to enable it to test dryland grain crops for use in the region, establishing "the first strictly dryland agricultural experiment station in Nebraska," according to Ted Kadlecek.[40] The Western Nebraska Technical School, with classes in building construction, drafting, electronics, tractor mechanics, and general education, opened at the depot airfield in 1966. The technical school acquired more than two hundred remaining buildings and 1,050 acres of land. It combined with Alliance School of Practical Nursing and Nebraska Western College to create Nebraska Community College, with Sidney as one of its three campuses.[41]
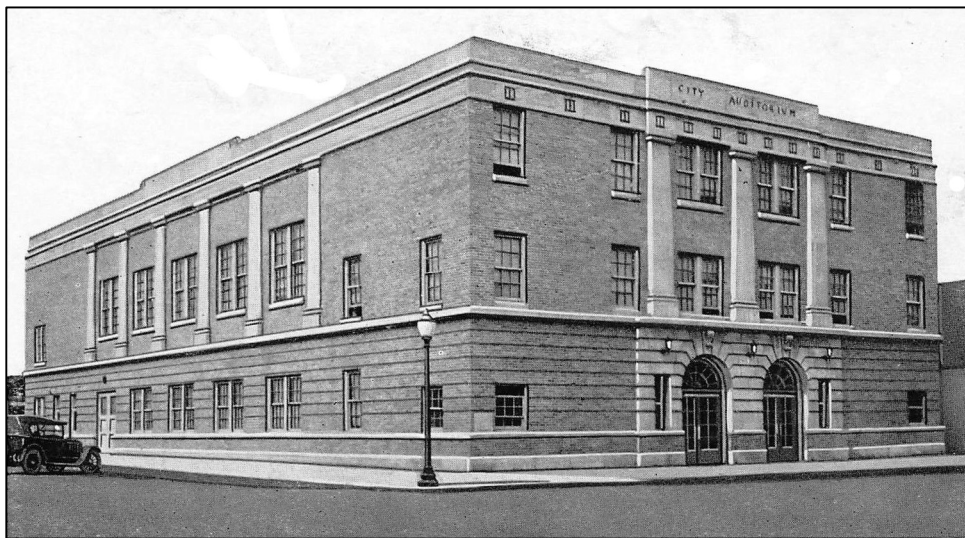
Figure 11. The 1930 Sidney City Auditorium was sold in 1960 and became home to the local Elk's Lodge.

The year 1967 also marked the beginning of the oil and gas bust. That year oil companies abandoned twenty-two of the twenty-six wells associated with the first strike near the Egging Ranch and other nearby facilities, too.[42] Declines in major employers resulted in a sizable drop in Sidney's population, which fell 20 percent between 1960 and 1970 and ended the decade with 6,403 residents.

Cabela's Locates in Sidney and Recent Development Trends

As two pillars of the Sidney economy fell to the wayside, a new business emerged to play an increasingly important role in the city's employment. John Deere closed its Sidney branch warehouse in the mid-1960s and, unable to sell the building, donated the property (CN09-211) to the Cheyenne County Hospital Association in 1967. Some residents criticized the hospital

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[40] Ted Kadlecek, "Sidney Army Depot, in Cheyenne County History Book Committee, *History of Cheyenne County Nebraska*, 159.
[41] Hendee, "This Would Probably"; McKee, "From the Sioux Ordnance Depot."
[42] Cheyenne County History Book Committee, *History*, 163.

association for taking the building, but Gerald Matzke of the hospital board later recalled: "After we'd sat on it for about a year, somebody heard about two boys over in Chappell, who were looking to grow into a bigger building."[43]

The "boys" were Dick and Jim Cabela, who (along with Dick's wife Mary) operated Cabela's, described today as "the world's foremost outfitter." They purchased the building for $1 per square foot and moved to Sidney in 1969. At first the company occupied only the first floor of the building, but after two years the facility was full and its sales grew rapidly. In 1961 the company originated with a mail order business in fishing equipment started by Dick and Mary Cabela that offered a 100 percent customer satisfaction guarantee. After moving to Sidney Cabela's also opened a building for customer service operations in Kearney and started its first retail store there. With growth of the company more space in Sidney was required, resulting in acquisition of additional buildings and the 1998 construction of a new Cabela's World Headquarters. Approximately 1,900 people (about 24 percent of the area's total employed) work for Cabela's in Sidney.[44]

In the 1970s oil and gas production decreased and costs rose, causing a dramatic drop in the number of employed engineers, geologists, and technicians.[45] The Sidney-area oil and gas industry experienced a brief rebound during the Mideast oil embargo, and Marathon and other companies reworked previously discovered sites once deemed too costly and drilled new wells. However, these economic improvements evaporated once the embargo was lifted and both Sidney's and the county's population dropped. Oil production increased slightly in 1980 when Marathon purchased Husky Oil, but these small changes paled in comparison to the economic heyday of Sidney's 1950s boom.

Sidney Federal Savings and Loan demonstrated its confidence in the city's future by constructing a new banking facility at 1045 9th Avenue (CN09-403) in 1976. The Scottsbluff firm of Bickup Bonge and Associates designed the building. American National Bank demolished its 1961 drive-in facility at 1140 Jackson Street and erected a larger four-lane facility in the same location (CN09-400) in 1984.

Sidney's population posted small declines in the 1970s and 1980s, reaching a low of 5,959 in 1990. Interstate 80 across Nebraska was completed in 1974. While the freeway drew traffic away from U.S. 30 through Sidney's downtown, historian Frederick C. Luebke concluded "counties located on or near the interstate and the towns linked to it benefit from it and experience economic growth."[46] A 2003 *Sidney Telegraph* article noted, perhaps for the first time in the community's history, Sidney did not have a full service restaurant in its downtown; however, the interstate exit featured ten places to eat, ranging from fast food to sit-down restaurants.[47] Sidney's population rose in later years, increasing by 16 percent between 1990 and 2014.

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[43] Jack Schultz, "Fork One—Two Boys in Chappell," BoomtownUSA Blog, 29 May 2008, http://boomtownusa.blogspot.com (accessed 22 March 2016).

[44] O.A. Eckerman, Architect, "Warehouse for John Deere Plow Company, Sidney, Nebraska" (Moline, Illinois: John Deere Plow Company, July 1929); *Omaha World-Herald*, 16 November 1928, 1; Joe Arterburn, ed, *Cabela's: The First Half Century* (Sidney, Nebraska: Cabela's, 2011); David Cabela, *Cabela's: World's Foremost Outfitter* (Forest Dale, Vermont: Paul S. Eriksson, 2001); David Hendee, "This Would Probably be the Biggest Ghost Town," *Omaha World-Herald*, 4 January 2016; Sidney: Leading Employers, https://www2.locationone.com (accessed 5 May 2016).

[45] "Oil May Boom Again in Southern Panhandle," *Omaha World-Herald*, May 24, 1978.

[46] Frederick C. Luebke, *Nebraska: An Illustrated History* (Lincoln: University of Nebraska Press, 1995), 359.

[47] "Sidney Downtown Without Full Service Restaurant," *Sidney Sun-Telegraph*, 1 February 2003.

Survey Objectives

The 2015-16 project consisted of an intensive historic buildings survey within the Original Plat of the City of Sidney. The survey area embraced 102 acres, extending from Elm Street on the north to King Street on the south and 7th Avenue on the east to 14th Avenue on the west (see Figure 12). The survey of the Original Town Plat fulfils one action plan of the *City of Sidney Historic Preservation Plan*. Goal 4.0 of the plan is to "identify, designate and protect historic resources in the community." Objective 4.1 seeks to use Certified Local Government (CLG) grants to fund historic surveys which address geographic areas and contextual themes of the community. Surveys are to be prioritized "based on development threats of and opportunities for historic resources." Surveying the Original Town Plat was prioritized as the first action item under this goal.[48]

Survey Methodology

Team Members. The City of Sidney contracted with Front Range Research Associates, Inc., Denver, Colorado, to conduct the intensive survey, under principals Thomas H. Simmons and R. Laurie Simmons, architectural historians. Mr. Simmons conducted fieldwork, photography, and historical research in Sidney. He also performed geographic information system and database tasks, researched and completed survey forms, and wrote part of the survey report. Ms. Simmons researched and completed survey forms, assisted with evaluation of significance and architectural styles, and contributed to the report. Research associate Liz Simmons researched and wrote historical backgrounds for selected forms. Dr. Mary Therese Anstey, of History Matters LLC, researched and completed historical backgrounds for survey forms. She also wrote portions of the survey report and assisted in eligibility assessments. Mr. Simmons and Dr. Anstey presented the project results at the 12 April 2016 public meeting of the Historic Preservation Board.

Developing the Survey List. The scope of work envisioned a comprehensive intensive survey of all primary buildings within the identified survey area of the Original Plat. Following project initiation analysis revealed that more than 175 primary resources were located within the area. In order to stay within the project budget, the consultants discussed the issue with city and SHPO staff, and an approach was developed to prioritize which resources would be included in the survey. The survey employed the following prioritization: 1) resources previously surveyed; 2) resources within the National Register-listed Sidney Historic Business District; 3) commercial resources built prior to 1980; and 4) residential resources built prior to 1980. About twenty-three mostly post-1980 resources were not surveyed.

Site Numbers. The 115 previously surveyed resources retained their state identification numbers, such as CN09-384. The "CN" stands for Cheyenne County, the "09" indicates the City of Sidney, and the digits to the right of the dash identify the specific resource in question. Sixty new state identification numbers were assigned for resources not previously surveyed (CN09-400 through CN09-459).

Fieldwork and Photography. Fieldwork and photography were conducted in December 2015.

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[48] Shelley McCafferty assisted by Whitney Hensley, *Sidney Historic Preservation Plan* (Sidney, Nebraska: Sidney Historic Preservation Board, 8 July 2014), 43.

Building attribute data was collected using a tablet touch screen computer. All photos were digital.

Site-Specific Research. A variety of sources were used to research building histories and identify historic occupants, including: Sanborn fire insurance maps, city directories, county directories, Census manuscript returns, NeHBS prior survey data and photographs, old Assessor appraisal cards, newspaper articles, published histories, County Clerk tract books (showing ownership transfers through ca. 2012), and some telephone calls to local residents.

Database and Mapping. The survey used a geographic information system (ArcGIS) and database (MS Access) to produce survey forms, survey report maps, and summary tables of resource characteristics. Parcel level data was obtained from the city and the Cheyenne County Assessor. Crystal Reports was used to develop a computerized survey form duplicating the appearance of the Historic Resources Inventory Form. The computerized form linked to the MS Access database containing the data for the surveyed resources.

Survey Limitations and Biases

The consultants made a diligent effort trace prior ownership for each property using County Clerk and Recorder tract books containing property transfers by block. This was important, given the lack of address-indexed city directories prior to 1952. The ownership research became somewhat problematic for some downtown buildings when a specific portion of a lot was identified only as "part of Lot 5" rather than "the east 50' of Lot 5."

In 1928, in a move that would vex future historical researchers, the city undertook a comprehensive renaming and renumbering of streets. For example, the C.D. and Mercy Essig Building (CN09-074), which had been addressed as 111 S. Rose Street became 827 10th Avenue. The varying level of detail in historical background sections of the survey forms may reflect a bias toward more prominent or active members of the community, as biographical compilations and newspaper coverage generally tend to provide more coverage for those townspeople.

Overview of the National Register of Historic Places

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify for listing in the National Register, properties generally must be at least 50 years old and possess historic significance and physical integrity. To qualify for listing in the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the NPS:

- Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.
- Criterion B – Association with the lives of persons significant in our past.
- Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.

Figure 12
SURVEYED RESOURCES
2015-16

Survey Area 2015
SURVEY STATUS
BUILDINGS
Surveyed-Primary Bldg.
Surveyed-Secondary Bldg.
Not Surveyed
Out of Area

Feet
0   200

- Criterion D – Holds the potential to provide important information about prehistory or history

Cemeteries, birthplaces, grave sites, religious properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing in the National Register. However, these properties may qualify if they fall into one of the following categories:
- Religious properties deriving significance from architectural or artistic distinction or historical importance.
- Moved properties that are significant for architectural value.
- Birthplaces or gravesites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of persons of transcendent importance, from age, distinctive design features, or from association with historic events.
- Reconstructed buildings when built in a suitable environment.
- Commemorative properties with significant design, age, tradition, or symbolic value.
- Properties less than 50 years old that are of exceptional importance.

Integrity, meaning the ability of a property to convey its significance, is important in determining the eligibility of a property. A property's integrity must be evident through physical qualities, including:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

The Glossary provides more information on architectural styles, survey terms, and defines the seven elements of integrity.

Properties Previously Listed in the National Register

Within the Original Plat, one individual property and one historic district are listed in the National Register. The following summarizes those designations.

Sidney Carnegie Library (Chamber of Commerce), CN09-017, 740 Illinois Street, NR#91000838, Listed 1991, Fisher and Lawrie, architects

Sidney's first public library resulted from a Women's Club application for a Carnegie Foundation grant to construct this building. Local businessman A.K. Greenlee donated the land, and the Sidney Village Board passed a resolution calling for a mill levy to ensure the institution's continuing financial support. One of sixty-eight Carnegie-funded libraries in Nebraska, the 1914 building was designed by the Omaha architectural firm of Fisher and Lawrie. The one-story red brick building displays curvilinear parapets, ornamental gargoyle faces flanking the entrance, and large windows illuminating the interior. The

building notably served as temporary school classrooms in 1918 and also functioned as a polling place in local elections. A new regional library opened in 1965, and the building became the home of the Cheyenne County Chamber of Commerce.

Sidney Historic Business District, CN09-Multiple, NR#94001233, Listed 1994, Boundary Increase in 2004, NR#04001086

First listed in the National Register in 1994 and expanded ten years later, the Sidney Historic Business District encompasses ten blocks in the historic heart of the original town platted by the Union Pacific Railroad in 1867. The expanded district includes seventy-one buildings that illuminate Sidney's history as a regional commercial center from 1885 to 1955. The district is dominated by early twentieth century one- and two-story brick commercial buildings, while also including distinctive nineteenth century limestone edifices and representative construction of the post-World War II period. The district also features significant buildings related to other aspects of the town's history, including Sidney's religious, governmental, entertainment, transportation, industrial, education, and communications development.

Status of the Sidney Historic Business District. The 2015-16 intensive survey found the Sidney Historic Business District maintains very good historic integrity. Comparing photographs submitted with the original 1994 National Register nomination and the 2004 expansion, it appears several buildings have reversed earlier inappropriate alterations. One contributing resource within the district was demolished after the 2004 expansion: CN09-396, Scherer-Blome Implement Company, 816 9th Avenue. One parcel that was vacant in 2004 received a new building ca. 2005-06 (1119 Illinois Street, CN09-441). At the time of the 2004 expansion, the district was 82 percent contributing. The 2015-16 survey evaluated the current contributing-noncontributing status of resources and found the district 86 percent contributing. This is primarily a consequence of resources reaching fifty years of age, assuming an extension of the ending year of the period of significance from 1955 to 1966.

National Register Potentially Eligible Resources

Among the 104 resources outside the Sidney Historic Business District, one new historic district— the Sidney Warehouse District—and thirteen individual resources were evaluated as potentially eligible to the National Register.[49] The individually eligible resources are displayed in the Appendix listing and discussed in the following section by historic context.

Sidney Warehouse District. The 5.5-acre Sidney Warehouse District is located on the north side of the Union Pacific Railroad tracks, roughly from 12th Avenue on the west to the lumber yard lying east of 10th Avenue, and from Grant Street on the south to the alley between Forrest and Elm streets (see Figures 13 and 14). The potential district contains twenty resources, of which nineteen (95 percent) are assessed as contributing. The district is significant under Criterion A in the area of Commerce as embracing mostly wholesale warehouse and industrial uses in contrast with the predominantly retail activities of the area south of the tracks. The district contains several former agricultural implement dealers, a steam laundry, and a large lumber yard. The ca. 1913 multi-

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[49] Of the 175 surveyed resources, 71 are within the Sidney Historic Business District. As they are already within a National Register historic district individual eligibility assessments were not made for those resources.
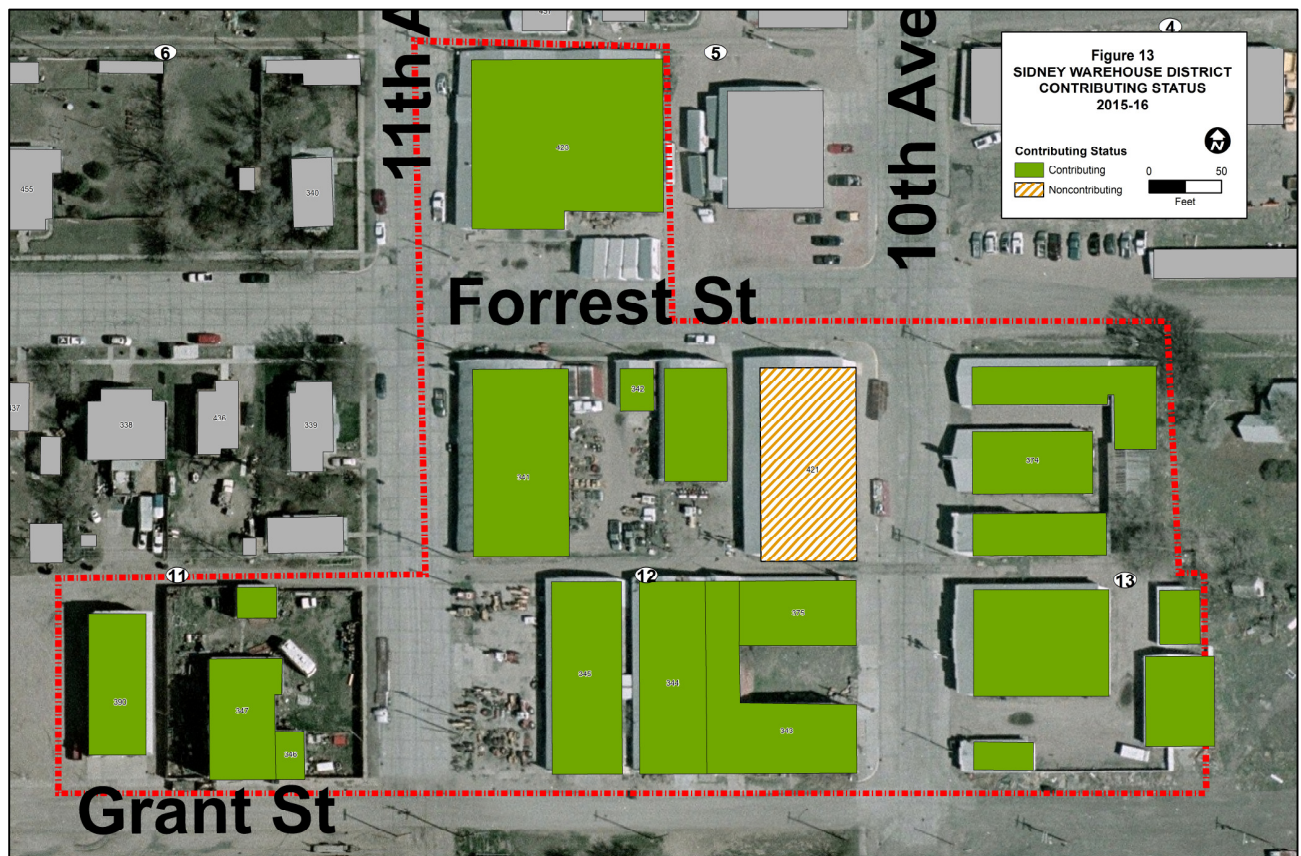
Figure 13. The Sidney Warehouse District, a potential National Register historic district, is denoted by the dashed line. Within the district contributing resources (including both primary and secondary buildings on a parcel) are shaded solid and noncontributing resources are hatched. The lumber yard, east of 10th Avenue, consists of seven contributing resources.

Figure 14. This south-southwest view of the Sidney Warehouse District ca. 1952 shows the Thomas Lumber Company (left) and several implement dealer warehouses to the right. Cutting diagonally upper left to lower right is 10th Avenue, while Forrest Street extends to the right in front of the warehouses.

Table 2
RESOURCES IN THE SIDNEY WAREHOUSE
POTENTIAL NATIONAL REGISTER HISTORIC DISTRICT

Site Number	Street Address		Resource Name	Year Built	Contributing Status
CN09-341	1041	Forrest St	Minneapolis-Moline, Foland Farm Machinery	1929	Contributing
CN09-342	1035	Forrest St	Kahl Implements, Minneapolis-Moline, Foland Farm Machinery (2 resources)	1936	Contributing
CN09-343	644	10th Ave	Campbell Implement Company, J.I. Case Company	ca.1920	Contributing
CN09-344	1020	Grant St	Hossack Equipment Company, Miller Implement Company	Early 1940s	Contributing
CN09-345	1030	Grant St	Hossack Equipment, Miller Implement Company	ca.1940s	Contributing
CN09-346	1106	Grant St	Sidney Steam Laundry and Dry Cleaning Office	1946	Contributing
CN09-347	1112	Grant St	Sidney Steam Laundry, Sidney Laundry and Dry Cleaning	1916	Contributing
CN09-374	633	10th Ave	Sidney Lumber Company, Thomas Lumber Company (7 resources)	ca.1913	Contributing
CN09-375	634	10th Ave	Allis-Chalmers Manufacturing Company, Larson Machinery Company	ca.1930	Contributing
CN09-390	1124	Grant St	Larson Machinery Company	ca.1954	Contributing
CN09-421	608	10th Ave	Western Fur, Hide, and Metal Company	ca.1914	Noncontributing
CN09-423	533	11th Ave	Oliver Chilled Plow Co., Oliver Farm Equipment Co.	ca.1915-21	Contributing

building Sidney Lumber Company/Thomas Lumber Company (CN09-374, 633 10th Avenue) is the oldest resource within the district. Israel Kodinsky, a Jewish immigrant from Russia, erected the building at 608 10th Avenue (CN09-421) in ca. 1914 to house his Western Fur, Hide, and Metal Company. Agricultural implement wholesalers representing major manufacturers occupied buildings in the area, including Minneapolis Moline, J.I. Case, Allis Chalmers, and Oliver Chilled Plow Company (Oliver Farm Equipment Company).

The district is further significant under Criterion C in the area of Architecture as a cohesive and compact collection of distinctly commercial/warehouse industrial buildings, displaying many common design elements and materials, such as their large scale, stepped parapets, hollow clay tile walls, façades faced with brick or finished with stucco, one-story rectangular plans, garage doors, factory-style windows (multi-light windows with movable sections), and arched roofs. Remnants of spur railroad tracks are still present in at least one alley within the district, associated with loading/unloading operations that once occurred there. The period of significance extends from ca. 1913 to 1956, encompassing the active era of construction and most significant years of historic commercial activity.

Eligible Sidney Local Landmarks

The survey area contained one designated Sidney local landmark: the Sidney Carnegie Library (CN09-017, 740 Illinois Street). All surveyed resources were evaluated for eligibility as City of Sidney local landmarks, using the criteria in the 2014 ordinance:

- Historical importance or cultural significance, interest or value as part of the development, history, heritage or culture of the City, state or nation; or is associated with the life of a person significant in the past, or is the site of an historic event, or exemplifies the cultural, political, economic, educational, social or historic heritage of the community;
- Architectural and engineering importance, portraying the historical setting or environment of a distinctive characteristic of an architectural or engineering type, period, style, or method of construction; or is the work of a resident, builder, or designer whose individual work is significant in the development of the City; or contains elements of design, detail, materials or craftsmanship of distinctive quality, or which represents a significant innovation;
- Geographic importance, by being a part of or related to a city center, park or other distinctive area, which should be developed or preserved according to a plan based on a historic, cultural or architectural motif; or owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of a neighborhood, community, or the City; or
- Archeological importance has yielded or is likely to yield information important regarding the history of the area prior to the establishment of the City.[50]

The retention of historic physical integrity is not addressed in the ordinance. However, the *Sidney Historic Preservation Handbook* (formally adopted 10 March 2015) provides: "Historic buildings or groups of buildings that are at least 50 years old and *significantly retain their historic integrity* [emphasis added] may be listed on the National Register of Historic Places and/or designated a

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[50] City of Sidney, Ordinance for the Preservation of Landmarks and Historic Districts, Chapter 1282, 2014.

local historic district or landmark."[51] The Carnegie Library, the one designated local landmark in the survey area, displays a high level of historic physical integrity.

Historic Districts. The National Register-listed Sidney Historic Business District and the potentially eligible Sidney Warehouse District are each eligible as Sidney local landmark districts. Each of these districts is evaluated as possessing history, architectural, and geographical significance.

Individual Resources. A total of eighty-two resources were assessed as eligible as Sidney local landmarks. To begin the process of identifying local landmarks, the consultants initially focused on contributing resources within the Sidney Historic Business District, resources assessed as potentially individually eligible to the National Register, and resources assessed as contributing to the potential Sidney Warehouse National Register historic district. The analysis was then expanded to examine other resources that might meet the ordinance criteria.[52] Resources potentially eligible as local landmarks are identified in the Appendix listing.
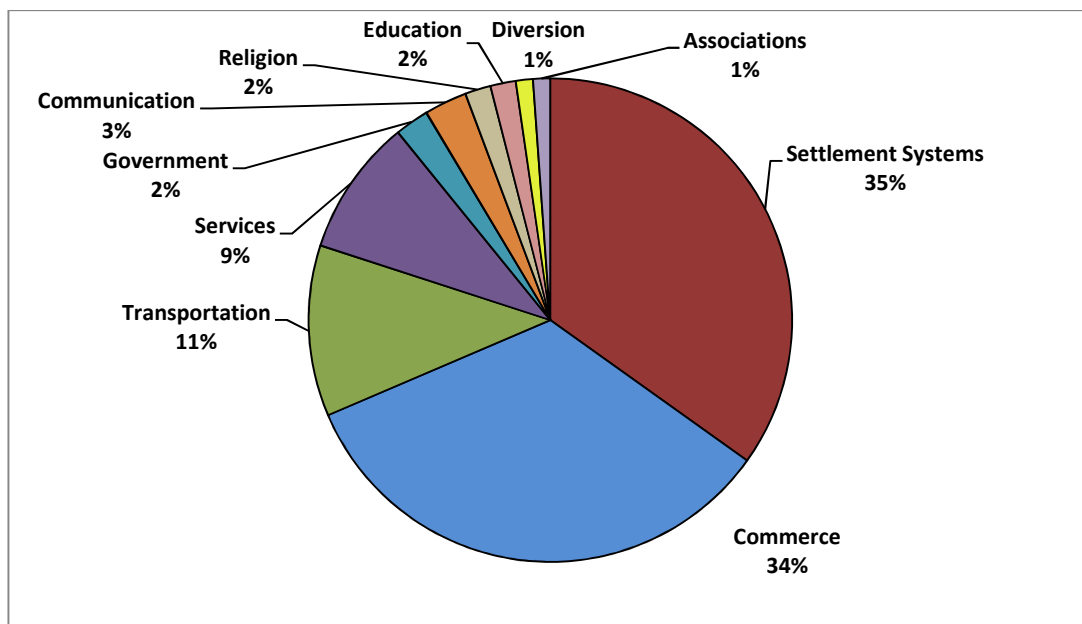
Figure 15. This pie chart shows the distribution of surveyed resources by historic topic. Resources reflecting Settlement Systems (residential resources) and Commerce (business and commercial resources) account for more than two-thirds of the resources.

Survey Results by Historic Context

Four historic topics accounted for 89 percent of the surveyed resources: Settlement Systems, Commerce, Transportation, and Services (see Figure 15). The remaining nineteen resources were distributed among six contexts, including Government, Communication, Religion, Education, Diversion, and Associations. Resources assessed as individually eligible are discussed below. The individual eligibility of resources within the existing National Register-listed Sidney Historic Business District is not addressed.

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[51] Shelley McCafferty, *Sidney Historic Preservation Handbook*, prepared for the Historic Preservation Board, Sidney: City of Sidney, 30 May 2014, 9.

[52] There were a few resources categorized as contributing in the National Register nomination that had substantial alterations impacting historic physical integrity that made them poor candidates for local landmark eligibility.

Settlement Systems

Settlement Systems are associated with the division, acquisition, selling, and ownership of land in the survey area. More than one-third of the documented properties (34.9 percent, or 61 resources) are associated with the Settlement Systems theme, representing single- and multi-family houses, apartments, and other types of living quarters in the survey area. The buildings reflect years of construction ranging from 1884 to 1977 and a variety of popular styles of domestic architecture during that period. Examples of surveyed properties within this category include single-family detached houses (85 percent of the total), duplexes, and apartment buildings. The largest multi-family example documented was the ca. 1921 Hardy Apartments (CN09-258) at 1001 9th Avenue. Those resources assessed as individually eligible (below) are generally good examples of Craftsman/Bungalow designs.

Mueller/Harms House (CN09-339), 1103 Forrest Street, ca.1918
Built about 1918, this well preserved one-story frame house is an excellent Sidney representative of the Craftsman/Bungalow style through its gabled roof with overhanging eaves and triangular knee braces, narrow horizontal wood siding, broad façade, and projecting gabled roof porch with tapered supports and a solid balustrade.

Clinton/Cook House (CN09-443), 630 13th Avenue, ca. 1915
The one-story Clinton/Cook House, erected about 1915, preserves its historic appearance and features of the Craftsman/Bungalow style, including a gabled roof with widely overhanging eaves and triangular knee braces, its original wood double-hung sash windows, and cement-asbestos siding.

Shoemaker House (CN09-242), 828 King Street, ca.1916-17
A fine example of the Craftsman style in Sidney is the Shoemaker House, built about 1916-17. The one-and-a-half-story house displays stucco walls, a side gabled roof with overhanging eaves and exposed rafter tails, a full-width porch with arched openings and thick pier supports, and a gabled dormer on the façade.

Sharp/Heinlein/Spindler/Whitefoot House (CN09-241), 800 King Street, ca.1917-18
Built about 1917-18, this house is a well preserved variation of Craftsman design in Sidney. The one-story stucco dwelling is notable for multiple projecting gables, an angled porch with unusual porch supports consisting of four angled wood posts, multi-over-single-light windows, and widely overhanging eaves with triangular knee braces.

Dedrick House (CN09-250), 928 7ᵗʰ Avenue, ca.1926
Built about 1926 the Dedrick House is an important example of the Craftsman style residences erected in Sidney. The one-and-a-half-story stucco dwelling conveys the style with its side gabled roof with widely overhanging eaves and triangular knee braces, shed roof front dormer, projecting front porch with gabled roof and brick porch wall, and multi-over-single-light windows, including triple windows on the façade.

Wooldridge/Siedow/Tracy House (CN09-200), 1244 King Street, ca.1917-21
A significant example of Craftsman style residential design in Sidney is the Wooldridge/Siedow/Tracy House, which displays brick walls atop a poured concrete foundation and a side gabled roof with overhanging eaves and triangular knee braces. Other notable features include multiple shingled dormers with grouped windows and a full-width porch inset under the eaves and featuring paired square columns atop brick piers and a solid brick balustrade.

Commerce

Commerce is defined as the buying and selling of goods exchanged between two or more parties. A synonym for commerce is business. Banking is not included within Commerce; it falls under the Services topic. Within the survey area, the second largest number of properties surveyed was associated with Commerce: 33.7 percent, or 59 resources. These properties include buildings associated with some of the most important locally and nationally owned businesses in the city and representing historic commercial styles of construction. Examples include the 1887 C.D. and Mercy Essig Building/Tyrone Building (CN09-074), 1917 Nebraska State Bank of Sidney/Roche Hospital (CN09-052), 1920s LeSueur Lumber Office (CN09-141), and the ca. 1951 J.C. Penney's (CR09-134). The existing Sidney Historic Business District embraces a good many of the survey area's commercial resources. There are a number of commercial resources in the area north of the railroad tracks, such as the 1929 Minneapolis-Moline/Foland Farm Machinery (CN09-341) and Kahl Implements (CN09-342), both of which are contributing resources in the potential Sidney Warehouse District.

Minneapolis-Moline/Foland Farm Machinery (CN09-341), 1041 Forrest Street, 1929

The Minneapolis-Moline Power Implement Company, manufacturer of tractors and agricultural implements, erected this building in 1929. In 1945 Foland Farm Machinery acquired the building to sell, service, and repair the products made by Minneapolis-Moline and other companies. The building is an excellent representative of a commercial warehouse/industrial building in its one-story rectangular construction with stepped parapet, large display windows, and an arched roof.

Sidney Tractor and Machine Company (CN09-106), 1344 Illinois Street, ca. 1928

James P. Reisdorff erected this building ca. 1928 and operated a garage for about a year before selling to Sidney Tractor and Machine Company, a Massey Harris agricultural implement dealer. The company later handled Allis Chalmers equipment and continued to do business here until the late 1940s. The building is an excellent representative of a commercial warehouse/industrial building in its one-story rectangular plan with raised parapet, large display windows, and gabled roof.

Kahl Implements (CN09-342), 1035 Forrest Street, 1936

Dick Kahl erected this 1936 building for his agriculture implement business. For many years, this building, the Quonset hut to the east, and the large warehouse to the west were associated with Foland Farm Machinery, which sold tractors and other farm implements manufactured by Minneapolis-Moline. The building represents the commercial/warehouse industrial building type as reflected in its stepped parapet, factory-style windows, and hollow clay tile walls. The building later served as the machine shop for Foland Farm Machinery.

Transportation

Transportation is the process of moving people or things from one place to another. Within the survey area 11.4 percent, or 20 resources, are associated with transportation, ranging from gas stations, to auto dealerships, to repair shops, to an underpass. Examples of these properties include the ca. 1910 Trienen Garage/Skaggs Safeway Store (CN09-145), ca. 1920 M.W. Osborn Auto Company (CN09-068), 1948 Sidney Greyhound Bus Station/Overland Café (CN09-148, and 1956 13th Avenue Underpass (CN09-349). Most surveyed transportation related resources are located within the Sidney Historic Business District.

Collins Sinclair Station (CN09-108), 1200 Illinois Street, ca.1965
This building is an excellent example of a mid-century service station clad with porcelain enamel panels. Located on U.S. 30, it served as a facility offering gas, auto services, and repairs until the 1980s.

13th Avenue Underpass (CN09-349), 13th Avenue and Railroad Tracks, 1956
The completion of this underpass beneath the Union Pacific Railroad tracks was the realization of a decades-long dream of Sidney Existing surface-level crossings often led to long waits for slow-moving freight trains to pass. Funded mostly by the railroad and the federal government, the 1956 underpass was dedicated by Nebraska Governor Victor Anderson.

Services

Within the survey area 9.1 percent of the properties, or 16 resources, are associated with the Services topic, which refers to the provision of support programs offered or controlled by governmental agencies or offered as private professional services, including public utilities, health care, and banking, and financial services. Most of the Service-related buildings documented represent post-World War II construction. Surveyed resources associated with this topic range from the ca. 1916 Sidney Municipal Electric Plant (CN09-139) to the ca. 1957 Marx/Soil Conservation Service Building (CN09-406) to the ca. 1967 Dorwart & O'Holleran Building (CN09-395). Surveyed resources in this category are either contained in the Sidney Historic Business District or were evaluated as not eligible.

Government

Government refers to "the act or process of governing, involving the organization, machinery, or agency through which a political unit exercises authority and performs functions."[53] Four resources associated with Government were surveyed: 1930 Sidney City Auditorium (CN09-055), 1933 U.S. Post Office (CN09-058), 1967 Cheyenne County Courthouse (CN09-081), and ca. 1961-62 City of Sidney Garage (CN09-426). The Auditorium is a contributing resource within the Sidney Historic Business District. The post office and courthouse are evaluated as potentially individually eligible, as well as being appropriate additions to an expanded Sidney Historic Business District.

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[53] Nebraska State Historical Society, *Nebraska Historic Resources Survey & Inventory Manual* (Lincoln, Nebraska: Nebraska State Historical Society, 2010), 54.

U.S. Post Office (CN09-058), 844 Illinois Street, 1933
Completed as part of a New Deal program to provide needed employment and improve facilities across the United States, the 1933 U.S. Post Office was erected by Lincoln-based Olson Construction Company with assistance from fifteen Sidney men during the Great Depression. The stately one-story stone and brick post office is representative of the Renaissance Revival style popular for civic architecture in its massive appearance, horizontal emphasis, and arcade of large arched openings. It also meets the registration requirements of the New Deal Work Relief Projects in Nebraska, 1933-1942 Multiple Property Documentation Form.

Cheyenne County Courthouse (CN09-081), 1000 10th Avenue, 1967
Replacing an earlier courthouse considered overcrowded and in poor condition, the 1967 Cheyenne County Courthouse became the new focus of county government in Sidney. Designed by the Nebraska architectural firm of Hahn Dunn Gardner and built by Sidney contractor Carl W. Christ Construction Company, the building represents the influence of Formalism in its use of brick and concrete, recessed windows, flat roof, colonnaded walkway, and carefully organized spaces.

Communication

Communication, the transfer of information from person to person, is associated with five surveyed buildings, including two Northwestern Bell Telephone Company buildings (CN09-151 and CN09-413), two buildings that housed the *Sidney Telegraph* newspaper (CN09-140 and CN09-127), and a wireless communication company (CN09-441). The older Northwestern Bell building (CN09-151) and the two former newspaper offices are contributing resources within the Sidney Historic Business District. The other two resources are evaluated as not individually eligible.

Religion

Religion is faith in a higher power/deity that is expressed in institutionalized forms of belief, worship, and service. Religious properties generally are not eligible to the National Register unless their principal significance stems from architectural or historical significance. Within the survey area three historic properties are associated with religion, including 1913-14 St. Patrick's Catholic Church (CN09-057), 1919 Lemon Memorial Methodist Episcopal Church (CN09-024), and 1927 First Christian Church (CN09-409). The Methodist Church is a contributing resource within the Sidney Historic Business district. None of the other churches are assessed as potentially eligible to the National Register.

Education

Education is the process of giving or receiving knowledge through instruction, training, or enrichment activities such as those provided by schools, museums, libraries, and galleries. Education is associated with three resources in the survey area: 1914 Sidney Carnegie Library (CN09-017), 1927 Smith-Hughes Vocational Agricultural Building (CN09-205), and ca. 1962 Sidney

Beauty Academy (CN09-404). The Carnegie Library is individually listed in the National Register. The Smith-Hughes building is a contributing resource within the Sidney Historic Business District. The Sidney Beauty Academy building is assessed as not eligible.

Diversion

Diversion offers activities that relax and amuse, including those that provide opportunities for participating in or watching recreation and entertainment, sports, and travel. Only two resources associated with Diversion are present in the survey area, both movie theaters: 1917-19 U.S.A. Theater (CN09-065) and 1951 New Fox Theater (CN09-147). Both theaters are contributing resources within the Sidney Historic Business District.

Associations

Associations are connections between people created by shared characteristics and mutual interests, such as age, sex, profession, politics, family ties, and humanitarian goals. Resources relating to this topic include fraternal and social organizations, service groups, trade organizations, special interest groups, etc. Two fraternal lodges reflecting the Associations topic were surveyed: 1886 P&T block/Knights of Pythias/IOOF (CN09-066) and 1908 Frank Welch Lodge No. 75, AF & AM (CN09-073). Both buildings are contributing resources within the Sidney Historic Business District.

Previously Surveyed Resources No Longer Standing

Five resources within the survey area, previously surveyed by NeHRSI, were no longer standing at the time of the 2015-16 survey: CN09-016, Sidney Grade School; CN09-025, Sidney High School; CN09-031, St. Patrick's Academy/Rectory; CN09-109, Stickney's Tire; and CN09-396, Scherer-Blome Implement Company. The last building, at 816 9th Avenue, was included as a contributing resource within the expanded Sidney Historic Business District in 2004; the building was demolished and the location is now vacant.

Analysis of Survey Results

Construction Era

Figure 16 depicts the distribution of resources by time period. Although Sidney was established in 1867, only seven surveyed resources (4 percent) within its central area date to before 1900. This reflects the impact of fires, as well as deliberate decisions to replace earlier frame buildings with masonry. The absence of any Sanborn maps issued between 1887 and 1903 suggests the 1890s decade was a slow building period for the town. The peak periods for erection of buildings correspond to times of greater economic activity within Sidney. More than a quarter of surveyed buildings dated to the 1910s and a fifth to the 1920s. These eras corresponded to an expansion of agriculture in the area and the increased business activity attributable to the establishment of the Lincoln Highway/U.S. 30. The next notable era of growth was the 1950s, stimulated by a southern Panhandle oil boom and continued operation of the Sioux Ordnance Depot. About 13 percent of surveyed properties date to the 1950s, while slightly more than 11 percent were constructed in the 1960s and later.

Architectural Style/Building Form

The 175 buildings within the survey area reflect a variety of architectural expressions based upon their function and dates of construction. Few of the buildings can be classified as exact styles, but
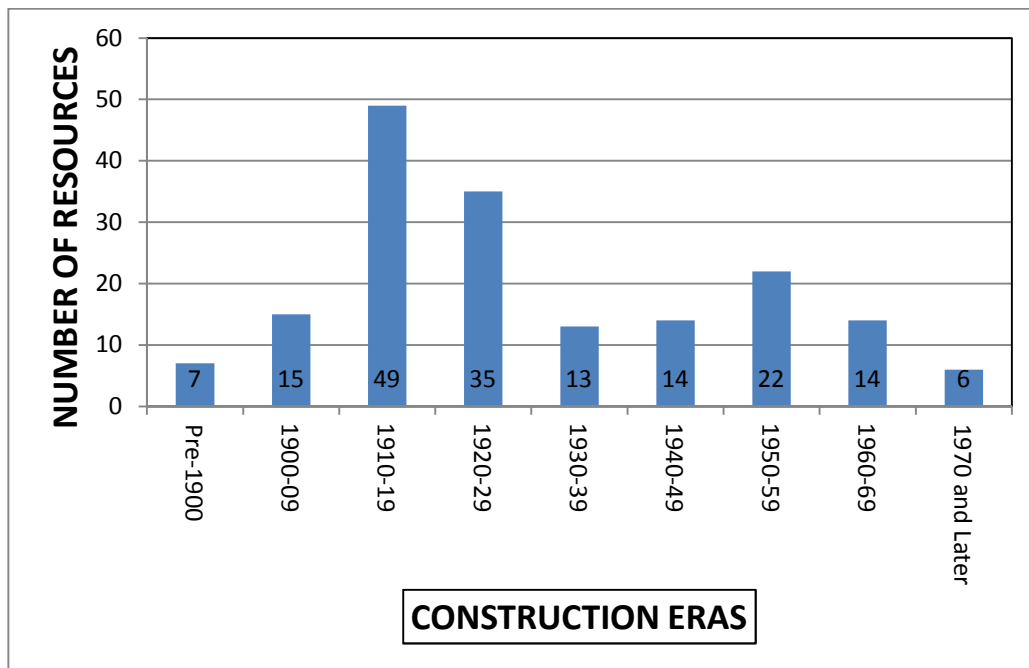
Figure 16. The 1910s and 1920s were major eras for construction for resources within the survey area. For resources with an indefinite year built (e.g., ca. 1915-21) the resource was assigned to the latter category (1920s).

instead most of them fit within broader categories that encompass general periods.

The few Nineteenth Century Commercial resources feature stone construction, two stories, storefront kick plates, recessed entries, tall rectangular windows, and decorative cornices. Most of the buildings within the Historic Sidney Downtown National Register District represent Early Twentieth Century Commercial resources. These buildings are brick with one or two stories and feature translucent window and door transoms, large display windows, and more restrained ornamentation than nineteenth century examples.

Most of the remaining commercial buildings in the district fit into the category of Modern Movements. These resources, constructed from the 1940s through the 1970s, can appear as even more simplified versions of Early Twentieth Century Commercial buildings while others feature the flat roofs and bands of windows borrowed from the International style or the curved walls and round windows associated with Moderne architecture. Most Modern Movement buildings utilize either blonde brick or stucco and many display glass block.

Many of the residential resources within the survey area fit into the broad category of Late Nineteenth and Early Twentieth Century American movements or represent styles within this classification, such as Craftsman. These houses tend to be of brick construction, place an emphasis on more natural materials, and, in general, are both more horizontally oriented and more simple in terms of applied ornamentation than Late Victorian examples. However, the majority of the surveyed homes are building forms classified by their basic footprint and shape, rather than their architectural style. Examples of forms within the survey area include, in rough chronological order, the Hipped Roof Box, Bungalow, Ranch, and Split-Level.

- Hipped Roof Box houses, as the name implies, are simple square or rectangular buildings, generally with pyramidal hipped roofs; these resources usually feature few ornamental embellishments, but may have dormers or open porches
- Bungalow/Craftsman houses, mostly constructed between the 1910s through the early-1930s, are one or one-and-one-half story, have gently pitched front or side gable roofs, overhanging eaves, broad porches with battered piers or thick columns, and simple horizontal lines
- Ranch houses gained popularity in the 1940s during the post war building boom; these one-story houses have low horizontal silhouettes, often with a garage or carport attached, few decorative details, minimal front porches, and picture windows
- Split-Level houses emerged in the late-1950s as a multi-story alternative to the Ranch house. These resources feature low pitched roofs, overhanging eaves, and three staggered floor levels creating interior zones for a partially below-grade family room and garage, mid-level activity zone with kitchen and living room, and upper level for bedrooms

Some of the commercial and residential resources in the survey area are classified as No Style. This classification means the buildings lack sufficient architectural detail, either in their original design or due to alterations, and cannot be grouped into one of these broader stylistic periods.

Gas Stations. The survey area also features several examples of a specialized use type, the oblong box service station, which marks the shift from "gas station" to "service station." Emerging in the 1930s and continuing to be constructed into the 1970s, all the functions of the station, except the actual pumping of gas, are accommodated in a simple rectangular plan building. The office/sales area occupies the prominent corner, facing the adjacent road intersection in street corner stations. There are commonly two, but sometimes only one, attached service bays with roll-down glazed doors.

Stylistically, early stations exhibited either Art Deco or Moderne detailing, with much less ornamented International style buildings becoming more prominent over time. These buildings feature flat roofs and frequently are constructed of concrete block, brick, or porcelain enamel metal panels. The sites, by definition, accommodate heavy automobile traffic and, therefore, feature little or no landscaping beyond the surrounding surface of concrete or asphalt paving. Most lighting appears on tall pole lights at the property corners. Corporate stations developed distinctive designs, signage, and motifs. The uniform appearance of stations across the country or region made the facilities easy to spot along busy roadways, offering passing drivers visual clues intended to encourage brand loyalty.

Commercial/Warehouse Industrial. The survey area contains a number of early- to mid-twentieth century buildings erected for warehouse/industrial purposes. Several of these buildings are found north of the Union Pacific tracks in the potential Sidney Warehouse National Register historic district. Others are located on the south side of the railroad tracks along Hickory Street. Common architectural characteristics include large scale, stepped parapet, hollow clay tile walls, façade faced with brick or finished with stucco, one-story rectangular plan, garage doors, factory-style windows (multi-light windows with movable sections), and arched roof. The buildings historically housed such businesses as agricultural implement dealerships, a steam laundry, lumber yard, a fur and hide dealer, and automobile dealership.

1. Continue the Historic Buildings Survey of Sidney

The 2014 *Historic Preservation Plan* developed a prioritized approach to future historic buildings survey efforts within Sidney. The City should continue to pursue grants to carry out the recommended goals. The 1951 Ohio Oil headquarters (later Marathon Oil) at 905 4th Avenue has never been surveyed. Its relationship to the early 1950s oil boom in Sidney makes it a priority candidate for future intensive survey.

2. Expand the Sidney Historic Business District

Created in 1994 and expanded in 2004, the boundary of the Sidney Historic Business District should be increased to include the U.S. Post Office (CN09-058) and the Cheyenne County Courthouse (CN09-081). The two resources abut the existing district boundary and have played significant roles in the commercial and governmental life of downtown Sidney. This survey evaluated each of them as individually eligible for National Register listing. In recognition of the continuing significance of downtown Sidney in the 1960s, the period of significance should be extended to 1967 and contributing/noncontributing status of resources re-evaluated.

3. Nominate Properties Eligible for Listing in the National Register or as Sidney Local Landmarks

The survey identified properties potentially eligible to the National Register of Historic Properties and/or as Sidney Local Landmarks. Owners should be encouraged to nominate their properties for listing in these registers. Such designation places no restrictions on what owners may do with their properties and will increase public awareness of the importance of the city's historic resources. Listing in the National Register also may qualify properties for federal tax credits if they meet certain criteria.

The identified Sidney Warehouse District on the north side of the railroad tracks tells a different story of the city's commercial life and recognizes a group of buildings that played an important role in supporting area agricultural in the early part of the twentieth century. If owner support exists, the city should pursue a CLG grant to prepare a National Register district nomination.

4. Encourage Donation and Retention of Historic Research Materials

The City should encourage residents to donate copies of historic photographs, property abstracts, maps, family histories, and other relevant materials to local repositories so they will be available for future generations. Oral history interviews with current or former property owners and residents should be undertaken.

The Cheyenne County Assessor holds thousands of real property appraisal cards for properties throughout the county. Each property in the Sidney Original Plat generally included a card from the late 1950s, late 1960s, and late 1970s that included a black and white photograph of the principal building, notes on ownership, data on building materials, drawing of building footprints, and miscellaneous information, such as dates of remodeling or when a building was moved. These cards proved enormously helpful in researching building histories and in assessing historic physical integrity and their retention is strongly recommended.

5. Retain and Make Survey Products Available

Copies of the products resulting from this survey should be placed in publicly accessible locations and archival repositories for permanent retention, such as the Sidney Economic Development Department, Sidney Public Library, and the Cheyenne County Museum.

Throughout much of Nebraska's history, preservation was the province of dedicated individuals and organizations working alone in local communities. However, since the passage of the National Historic Preservation Act of 1966, the governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. Staff of the NSHS Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include the following:

- Conducting and maintaining a statewide historic resources survey.
- Administering the National Register of Historic Places program.
- Assisting local governments in the development of historic preservation programs and certification of qualifying governments.
- Administering a federal tax incentives program for the preservation of historic buildings.
- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.
- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief discussion of NeSHPO programs, followed with our contact information. Though described individually, it is important to note that NeSHPO programs often act in concert with other programs and should be considered elements of the NeSHPO mission and a part of the overall mission of the NSHS.

Nebraska Historic Resource Survey and Inventory (NeHRSI)

Originally called the Nebraska Historic Buildings Survey (NeHBS), survey activity has been a part of the Nebraska State Historical Society since 1961. Surveys are typically conducted on a county-by-county basis or by individual cities. Information from these surveys and survey conducted by other government agencies and the public contribute to the statewide inventory of historic resources which currently stands at 73,000 documented sites, reflecting Nebraska's rich architectural and historic heritage. Surveys funded by the NeSHPO are conducted by researchers who drive every rural and urban public road in a county/city and record each property that meets certain historic requirements. Surveyors do not enter private property without permission. In addition to this fieldwork, surveyors research the area's history to better understand the region. Survey projects often include thematic or statewide subjects that may be unique to a certain location, such as a specific structure or type of industry.

The purpose of NeHRSI is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the value of historic properties in their communities. Properties included in the survey have no use restrictions placed

on them and survey inclusion does not require any type of special maintenance. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

NeHRSI provides a basis for preservation and planning at all levels of government and for individual groups or citizens. The survey normally includes properties that convey a sense of architectural significance. When possible and known, NeHRSI also documents properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed examination of historic properties. Additionally, as NeHRSI is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. The survey is not the end result, but a starting point for public planners and individuals who value their community's history.

The NeHRSI is funded in part with the assistance of a federal grant from the U. S. Department of the Interior, National Park Service. For more information, please contact the Nebraska State Historic Preservation Office.

National Register of Historic Places

One of the goals of NeHRSI is to help identify properties that may be eligible for listing in the National Register. The National Register is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties and objects may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties need not be as historic as Fort Robinson or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed. It is important to note what listing a property in the National Register means, or perhaps more importantly, does not mean.

The National Register does not:

- Restrict, in any way, a private property owner's ability to alter, manage or dispose of a property.
- Require that properties be maintained, repaired, or restored.
- Invoke special zoning or local landmark designation.
- Allow the listing of an individual private property over an owner's objection.
- Allow the listing or an historic district over a majority of property owners' objections.

Listing a property on the National Register does:

- Provide prestigious recognition to significant properties.
- Encourage the preservation of historic properties.
- Provide information about historic properties for local and statewide planning purposes.
- Promote community development, tourism, and economic development.
- Provide basic eligibility for financial incentives, when available.

For more information, please contact the National Register Coordinator at the Nebraska State Historic Preservation Office.

Certified Local Governments

An important objective of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local-level. One element of this goal is to link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the Certified Local Government (CLG) program. A CLG is a local government, either a county or municipality that has adopted preservation as a priority. To become a CLG a local government must:

- Establish a preservation ordinance that includes protection for historic properties at a level the community decides is appropriate.
- Promote preservation education and outreach.
- Conduct and maintain some level of a historic building survey.
- Establish a mechanism to designate local landmarks.
- Create a preservation commission to oversee the preservation ordinance and the CLG program.

The advantages of achieving CLG status include:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives without being listed in the National Register.
- Through the use of their landmark and survey programs, CLGs have an additional tool when considering planning, zoning, and land-use regulations relating to historic properties.
- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.
- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.
- Finally, a CLG through its ordinance and commission has a built-in mechanism to promote pride in, and understanding of, a community's history.

Certification of a local government for CLG status comes from the NeSHPO and the National Park Service, and there are general rules to follow. A community considering CLG status is given broad flexibility with those guidelines when structuring its CLG program. The emphasis of the CLG program is local management of historic properties with technical and grants assistance from the NeSHPO.

Preservation Tax Incentives

Since 1976 the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed in the National Register, or as buildings that contribute to the significance of a National Register or Local Landmark historic district. An income-producing property may be a rental residential, office, commercial, or industrial property. Historic working barns or other agricultural outbuildings may also qualify.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation. The standards are a common sense approach to the adaptive reuse of historic buildings. It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used to the benefit and enjoyment of the property owner and the community. The program is not necessarily intended to reconstruct or restore historic buildings to exact/original specifications.

The tax incentive program in Nebraska has been responsible for:

- Reinvesting millions of dollars for the preservation of historic buildings.
- Establishing thousands of low- and moderate-income housing units and upper-income units.
- Encouraging the adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners the incentive to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property—usually by listing the property in the National Register—and certification of the historic rehabilitation is made by both the NeSHPO and the National Park Service. Before initiating any activity for a project that anticipates the use of preservation tax credits, owners should contact the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office. For more information, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

Nebraska Historic Tax Credit (NHTC)

In 2014, the Nebraska State Legislature passed the Nebraska Job Creation and Mainstreet Redevelopment Act. This program offers a total of $15 million in state historic preservation tax credits for each calendar year from 2015 to 2018. It is administered jointly by the Nebraska State Historical Society and the Nebraska Department of Revenue. This program provides a twenty percent (20%) Nebraska tax credit for eligible expenditures made to rehabilitate, restore or preserve historic buildings. This is a dollar-for-dollar reduction in state tax liability, which can be transferred with limitations. The minimum project investment must equal or exceed $25,000; with a maximum of $1 million in credits allowed per project.

To qualify, rehabilitation work must meet generally accepted preservation standards, and the historic property must be:

- Listed individually in the National Register of Historic Places or is in the process of nomination/listing
- Located within a district listed in the National Register of Historic Places or part of a pending district nomination/listing
- Listed individually under a certified local preservation ordinance or is pending designation or

- Located within a historic district designated under a certified local preservation ordinance or located within a district that is pending designation.

A historic property must NOT be:

- A detached, single-family residences.

For more information about NHTC, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

Valuation Incentive Program

The Valuation Incentive Program (VIP) is a property tax incentive that assists in the preservation of Nebraska's historic buildings. Through the valuation preference, the assessed valuation of a historic property is frozen for eight years at the year rehabilitation started. The valuation then rises to its market level over a four-year period. To be eligible for this state tax incentive, a building must:

- Be a qualified historic structure, either by listing in the National Register or by local landmark designation through an approved local government ordinance.
- Be substantially rehabilitated, which means the project must be worth at least 25 percent of the property's base-year assessed value.
- Be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Buildings must be a qualified historic structure and the NeSHPO must approve the rehabilitation before construction work starts in order to qualify for the tax freeze benefits. The tax freeze benefits the owners of the historic properties and the community by:
- Providing a real economic incentive to rehabilitate historic buildings.
- Increasing the long-term tax base of a community.
- Helping stabilize older, historic neighborhoods and commercial areas.
- Encouraging the promotion, recognition, and designation of historic buildings.
- Allowing participation by local governments that enact approved historic preservation ordinances.

For more information about VIP, please contact the Tax Incentive Coordinator at the Nebraska State Historic Preservation Office.

Federal Project Review

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects their projects may have on historic properties; and afford the federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known, also require that the federal agency consult with the NeSHPO when conducting these activities.

For example, if the Federal Highway Administration (FHWA), via the Nebraska Department of

Roads, contemplates construction of a new highway, FHWA must contact the NeSHPO for assistance in determining whether any sites or structures located in the project area are listed, or eligible for inclusion, in the National Register. If properties that meet this criteria are found, the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed in the National Register to be considered for protection, only to have been determined eligible for listing. This process is to take place early enough in the planning effort to allow for alternatives that would avoid adverse effects to historic properties.

It is important to note that public participation in this process is critical. The Section 106 process requires the federal agency to seek public input if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHRSI, and the National Register; although, often the most useful information comes from public comments. Section 106 was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an unwieldy bureaucratic system.

For more information about Section 106 review, please contact the Review and Compliance Coordinator at the Nebraska State Historic Preservation Office.

Public Outreach and Education

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spends considerable time conducting public meetings and workshops and disseminating information to the public. Additionally, NeSHPO staff is frequently looking for ways to assist teachers as they incorporate Nebraska's heritage into classroom lessons. Please visit our website at www.nebraskahistory.org for more information on NeSHPO public outreach and education.

The NeSHPO's goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

The aforementioned descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source—the National Historic Preservation Act—they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve . . . the public.

For more information about the NeSHPO or the programs discussed, call (402) 471-4787 or (800) 833-6747. Additional information is available at the Nebraska State Historical Society web page at www.nebraskahistory.org.

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SURVEYED RESOURCES: SIDNEY ORIGINAL TOWN PLAT, 2015-16, SORTED BY SITE NUMBER

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-017	740	Illinois St	Sidney Carnegie Library	Yes	Yes	Listed	--	EDUCATION
CN09-024	1000	11th Ave	Lemon Memorial Methodist Episcopal Church	No	No	Yes	SHBD	RELIGION
CN09-044	1341	Forrest St	Oldershaw/Rash House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-051	1246	Forrest St	Wright House, Chambers Apartments	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-052	1001	10th Ave	Nebraska State Bank of Sidney, Sidney/Roche Hospital	No	No	Yes	SHBD	COMMERCE
CN09-053	1005	10th Ave	Charles W. Hornaday Building	No	No	Yes	SHBD	COMMERCE
CN09-054	1013	10th Ave	Arthur S. Hardy Building	No	No	Yes	SHBD	COMMERCE
CN09-055	1040	Jackson St	Sidney City Auditorium	No	No	Yes	SHBD	GOVERNMENT AND POLITICS
CN09-057	1020	13th Ave	St. Patrick's Catholic Church	No	No	No	--	RELIGION
CN09-058	844	Illinois St	U.S. Post Office	No	Yes	Yes	--	GOVERNMENT AND POLITICS
CN09-059	925	Illinois St	Harper & Wright Building, Breternitz Bakery	No	No	Yes	SHBD	COMMERCE
CN09-060	931	Illinois St	Frank Hahler Building, City Meat Market/Breternitz Bakery	No	No	Yes	SHBD	COMMERCE
CN09-061	845	10th Ave	Sidney Mercantile Co., Greenlee's, Sidney Rooms, Sidney Hotel	No	No	Yes	SHBD	COMMERCE
CN09-062	1009	Illinois St	Daniel McAleese Building, Yaegle Bakery, Stag Tavern	No	No	No	SHBD	COMMERCE
CN09-063	1003	Illinois St	Leslie Neubauer Building, Fishman Dry Goods, Burgess Music	No	No	Yes	SHBD	COMMERCE
CN09-064	1000	Illinois St	Tobin Block, Capitol Saloon, Janda and Tobin Drug	No	No	Yes	SHBD	COMMERCE
CN09-065	1020	Illinois St	U.S.A. Theater	No	No	Yes	SHBD	ENTERTAINMENT AND RECREATION
CN09-066	1044	Illinois St	P & T Block, Knights of Pythias, IOOF	No	No	Yes	SHBD	SOCIAL HISTORY
CN09-067	844	11th Ave	A.R. LeSueur Building	No	No	Yes	SHBD	COMMERCE
CN09-068	1136	Illinois St	M.W. Osborn Auto Co., Montgomery & Co.	No	No	No	SHBD	COMMERCE
CN09-070	1001	Illinois St	Cleburne/McIntosh Building, Sidney Drug, Winter Drug	No	No	Yes	SHBD	COMMERCE

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-071	932	10th Ave	Osborn Building, Weeden Furniture, Gamble's	No	No	Yes	SHBD	COMMERCE
CN09-072	936	10th Ave	J.J. McIntosh Building, Vest/Freytag Variety, Lockwood Jewelry	No	No	Yes	SHBD	COMMERCE
CN09-073	940	10th Ave	Frank Welch Lodge Number 75 AF&AM, U.S. Post Office	No	No	Yes	SHBD	SOCIAL HISTORY, GOVERNMENT
CN09-074	827	10th Ave	C.D. and Mercy Essig Building, Tyrone Building	No	No	Yes	SHBD	COMMERCE
CN09-075	831	10th Ave	Flora Essig Building, Essig Hardware	No	No	Yes	SHBD	COMMERCE
CN09-076	841	10th Ave	Mercy Essig Building, Snyder's Smart Clothes	No	No	Yes	SHBD	COMMERCE
CN09-077	901	10th Ave	The American Bank	No	No	Yes	SHBD	COMMERCE
CN09-078	939	Illinois St	Cheyenne Trading Co., J.M. McDonald Co.	No	No	No	SHBD	COMMERCE
CN09-081	1000	10th Ave	Cheyenne County Courthouse	No	Yes	No	--	GOVERNMENT AND POLITICS
CN09-106	1344	Illinois St	Sidney Tractor and Machine Company	No	Yes	Yes	--	COMMERCE
CN09-107	911	13th Ave	Les C. and Don Sabin Standard Service	No	No	No	--	COMMERCE
CN09-108	1200	Illinois St	Collins Sinclair Station	No	Yes	Yes	--	COMMERCE
CN09-110	728	Illinois St	Hardy House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-112	918	7th Ave	Thomas/Spiker Rental Duplex	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-122	1027	10th Ave	Olesen Body Shop, Montgomery Ward Auto Service	No	No	No	SHBD	COMMERCE
CN09-123	1025	10th Ave	Harry A. Stover Building	No	No	Yes	SHBD	COMMERCE
CN09-124	945	10th Ave	Ellsworth Agency, A.D. Jones, Realtor	No	No	Yes	SHBD	COMMERCE
CN09-125	937	10th Ave	Grimm Property, Princess Dress Shop, Sears Roebuck & Co.	No	No	Yes	SHBD	COMMERCE
CN09-126	933	10th Ave	McLernon/Jorgenson Building	No	No	Yes	SHBD	COMMERCE
CN09-127	925	10th Ave	Gapen Block, Telegraph Building	No	No	Yes	SHBD	COMMUNICATIONS
CN09-128	830	10th Ave	J.J. McIntosh Building	No	No	Yes	SHBD	COMMERCE
CN09-129	836	10th Ave	Scanlon/Western Drug	No	No	Yes	SHBD	COMMERCE
CN09-130	1012-16	9th Ave	Hardy/Sauer Duplex, Roberts Dairy Co.	No	No	No	SHBD	SETTLEMENT AND EXPLORATION
CN09-131	909	Illinois St	Slayter Auto Co., Elwell Motors	No	No	No	SHBD	COMMERCE
CN09-132	913	Illinois St	Silver Dollar Bar	No	No	Yes	SHBD	COMMERCE

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-133	917	Illinois St	Harper Building	No	No	Yes	SHBD	COMMERCE
CN09-134	922	Illinois St	J.C. Penney's, American Legion Post No. 17	No	No	Yes	SHBD	COMMERCE, SOCIAL HISTORY
CN09-135	840	9th Ave	De Mers/Whitie's/Zalesky Standard Service	No	No	Yes	SHBD	COMMERCE
CN09-138	921	Hickory St	The Rails Café, Hart Paint and Wallcovering	No	No	No	SHBD	COMMERCE
CN09-139	801	11th Ave	Sidney Municipal Service Plant	No	No	Yes	SHBD	GOVERNMENT AND POLITICS
CN09-140	832	11th Ave	Nebraska State Employment Service, Telegraph Printing Company	No	No	Yes	SHBD	COMMUNICATIONS
CN09-141	840	11th Ave	LeSueur Lumber Office	No	No	Yes	SHBD	COMMERCE
CN09-142	1015	Illinois St	Chowins Building, Fine's Ready to Wear, Western Auto	No	No	No	SHBD	COMMERCE
CN09-143	1026	Illinois St	Brewer's Garage, Safeway, Ben Franklin 5-10	No	No	No	SHBD	COMMERCE
CN09-144	1034	Illinois St	Brewer (?) Tire and Vulcanizing	No	No	No	SHBD	COMMERCE
CN09-145	1040	Illinois St	Trienen Garage, Skaggs Safeway Store	No	No	No	SHBD	COMMERCE
CN09-146	1112	Illinois St	Wards Catalog Store	No	No	Yes	SHBD	COMMERCE
CN09-147	1120	Illinois St	New Fox Theater	No	No	Yes	SHBD	ENTERTAINMENT AND RECREATION
CN09-148	1129	Illinois St	Sidney Greyhound Bus Station/Overland Café	No	No	Yes	SHBD	COMMERCE
CN09-149	1103	Illinois St	Owens Motor Company/Sidney Motor Company and Ford Garage	No	No	Yes	SHBD	COMMERCE
CN09-150	1136	Jackson St	Hahler Motor Company, Sidney Flooring and Supply Company	No	No	Yes	SHBD	COMMERCE
CN09-151	1100	Jackson St	Northwestern Bell	No	No	Yes	SHBD	COMMUNICATIONS
CN09-152	1024	Jackson St	Cheyenne County Abstract Company	No	No	Yes	SHBD	COMMERCE
CN09-153	929	Jackson St	Hardy-Clark Furniture, Fischer's Home Furnishings	No	No	Yes	SHBD	COMMERCE
CN09-154	934 ½	Jackson St	Moore Apartments, Style Center	No	No	No	SHBD	SETTLEMENT AND EXPLORATION
CN09-200	1244	King St	Wooldridge/Siedow/Tracy House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-204	1116	King St	Gates/Clinton House	No	No	Yes	--	SETTLEMENT AND EXPLORATION

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-205	1145	Jackson St	Smith-Hughes Vocational Agriculture Building	No	No	Yes	SHBD	EDUCATION
CN09-206	1316	Jackson St	Portrey House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-211	812	13th Ave	John Deere Plow Company Warehouse, Cabela's	No	No	Yes	--	COMMERCE
CN09-220	912-16	13th Ave	Porter/Hahler Duplex	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-221	1029	13th Ave	Siedow/Mueller/Egging House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-231	1036	11th Ave	Puckett/Mintken/Hornaday House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-232	1044	11th Ave	Puckett Rental House/Deaver House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-241	800	King St	Sharp/Heinlein/Spindler/Whitefoot House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-242	828	King St	Shoemaker House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-249	940	7th Ave	Ackles/Brewer House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-250	928	7th Ave	Dedrick House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-258	1001	9th Ave	Hardy Apartments, Hardy Hall	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-259	827	Jackson St	Dedrick House/Dr. Taylor Office	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-333	1318	Forrest St	Bonham/Wait House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-334	1305	Forrest St	Clinton House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-335	1243	Forrest St	Furer House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-336	1205	Forrest St	Granneman House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-337	1204	Forrest St	Neubauer House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-338	1125-27	Forrest St	O'Connell Duplex/Fleming Rental Duplex	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-339	1103	Forrest St	Mueller/Harms House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-340	1100	Forrest St	Tobin/Siedow House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-341	1041	Forrest St	Minneapolis-Moline, Foland Farm Machinery	No	Yes	Yes	SWD	COMMERCE
CN09-342	1035	Forrest St	Kahl Implements, Minneapolis-Moline, Foland Farm Machinery	No	Yes	Yes	SWD	COMMERCE
CN09-343	644	10th Ave	Campbell Implement Company, J.I. Case Company	No	No	Yes	SWD	COMMERCE
CN09-344	1020	Grant St	Hossack Equipment Company, Miller Implement Company	No	No	No	SWD	COMMERCE

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-345	1030	Grant St	Hossack Equipment, Miller Implement Company	No	No	No	SWD	COMMERCE
CN09-346	1106	Grant St	Sidney Steam Laundry and Dry Cleaning Office	No	No	Yes	SWD	COMMERCE
CN09-347	1112	Grant St	Sidney Steam Laundry, Sidney Laundry and Dry Cleaning	No	No	Yes	SWD	COMMERCE
CN09-348	640	12th Ave	Olean Hotel	No	No	No	--	COMMERCE
CN09-349		13th Ave	13th Avenue Underpass	No	Yes	Yes	--	TRANSPORTATION
CN09-351	1031	Elm St	Siedow House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-352	1121	Elm St	Jessen House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-353	1133	Elm St	Thompson House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-354	1145	Elm St	Griswald House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-374	633	10th Ave	Sidney Lumber Company, Thomas Lumber Company	No	No	Yes	SWD	COMMERCE
CN09-375	634	10th Ave	Allis-Chalmers Manufacturing Company, Larson Machinery Company	No	No	Yes	SWD	COMMERCE
CN09-381	824	10th Ave	Neubauer Building	No	No	Yes	SHBD	COMMERCE
CN09-382	838	10th Ave	O'Kane Building, Sidney Café, Star Meat Market, Horseshoe Bar	No	No	No	SHBD	COMMERCE
CN09-383	842	10th Ave	Moore Building, Moore's Barber Shop, Merrick's Shoes	No	No	No	SHBD	COMMERCE
CN09-384	924	10th Ave	Stuht and Hink/Moore Building, Sidney/Moore's Glass and Paint	No	No	Yes	SHBD	COMMERCE
CN09-387	1200	Jackson St	Wade and Hamilton, Inc., Kokjer Motor Company	No	No	Yes	--	COMMERCE
CN09-390	1124	Grant St	Larson Machinery Company	No	No	No	SWD	COMMERCE
CN09-393	907	Jackson St	Martin, Davis, Mattoon, and Matzke Law Offices	No	No	Yes	SHBD	COMMERCE
CN09-394	920	Jackson St	Dorwart & O'Holleran	No	No	No	SHBD	COMMERCE
CN09-395	1133-35	Jackson St	Globe Printing, Harlan's Bakery	No	No	Yes	SHBD	COMMERCE
CN09-396	926	King St	Stover Property	No	No	No	SHBD	COMMERCE
CN09-399	1145	Illinois St	Sidney Conoco Service Station	No	No	No	SHBD	COMMERCE
CN09-400	1140	Jackson St	American National Drive-in Bank	No	No	No	SHBD	COMMERCE

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-401	1035	Illinois St	Montgomery Ward, Dalton's, Lee Stores Inc.	No	No	No	SHBD	COMMERCE
CN09-402	940	9th Ave	Federal Loan Bank Association of Sidney	No	No	No	SHBD	COMMERCE
CN09-403	1045	10th Ave	Sidney Federal Savings & Loan	No	No	No	SHBD	COMMERCE
CN09-404	841	Illinois St	Sidney Beauty Academy, C.A. Story Agency, State Farm Ins.	No	No	No	--	EDUCATION
CN09-405	935	9th Ave	Fort Sidney Motor Hotel	No	No	Yes	--	COMMERCE
CN09-406	742	Jackson St	Marx Bldg., Soil Cons. Svc./Agric. Stab. Svc., Peetz Law Firm	No	No	Yes	--	COMMERCE
CN09-407	1045	9th Ave	Vogue Beauty Shop, Magic Villa Beauty Shop	No	No	No	--	COMMERCE
CN09-408	1240	Jackson St	The Insurance Center, Credit Bureau of Cheyenne County	No	No	Yes	--	COMMERCE
CN09-409	940	13th Ave	First Christian Church	No	No	No	--	RELIGION
CN09-410	1301	Illinois St	Porter's SuperService, Sidney Bus Depot	No	No	No	--	COMMERCE
CN09-411	804	12th Ave	Goodyear Service Center	No	No	No	--	COMMERCE
CN09-412	1212	Illinois St	Horn Motor Company, Humphrey's Auto Parts	No	No	No	--	COMMERCE
CN09-413	812	11th Ave	Northwestern Bell Tele. Co. Constr. Dept.	No	No	No	--	COMMUNICATIONS
CN09-414	817	9th Ave	Christensen Motor Co., C.M. Wright Plumbing and Heating	No	No	No	--	COMMERCE
CN09-415	800 blk	Hickory St	Our Country Foods, Cash-Wa Distributing Company	No	No	No	--	COMMERCE
CN09-416	800 blk.	Hickory St	J.I. Case Threshing Machine Company, Petersen and Petersen, Inc.	No	No	No	--	COMMERCE
CN09-417	825	Hickory St	Mann Motor Company, Hipp Wholesale Inc.	No	No	No	--	COMMERCE
CN09-418	829	8th Ave	Beckman Motor Company (support building)	No	No	No	--	COMMERCE
CN09-419	735	Hickory St	Hamm's Beverage, Inc.	No	No	No	--	COMMERCE

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-420	701	Hickory	Service Mud Company, Magcobar	No	No	Yes	--	COMMERCE
CN09-421	608	10th Ave	Western Fur, Hide, and Metal Company	No	No	No	SWD	COMMERCE
CN09-422	517	13th Ave	Northside Market	No	No	No	--	COMMERCE
CN09-423	533	11th Ave	Oliver Chilled Plow Co., Oliver Farm Equipment Co.	No	No	No	SWD	COMMERCE
CN09-424	512	10th Ave	Lee's Cash Auction, LeRoy Glanz Auction	No	No	No	--	COMMERCE
CN09-425	1017	Elm St	Pierson Property	No	No	No	--	COMMERCE
CN09-426	944	Forrest St	City of Sidney Garage	No	No	No	--	GOVERNMENT AND POLITICS
CN09-427	816	King St	Allen/Kahl/Cork House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-428	828 ½	King St	Shoemaker Secondary House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-429	1008	8th Ave	O'Kane/Happel House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-430	819	Jackson St	Brachtenbach Rental House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-431	1028	11th Ave	Puckett Rental House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-432	1037	12th Ave	Tobin House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-433	1229	Jackson St	McCarty Rental House/Depew House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-434	1344	Jackson St	Wilnes House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-435	1328	Jackson St	Clinton House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-436	1117	Forrest St	Connick Rental House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-437	1143	Forrest St	Kretz House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-438	1225	Forrest St	Chambers House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-439	1231	Forrest St	Kinney/George House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-440	628	13th Ave	Cook House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-441	1119	Illinois St	Viaero Wireless	No	No	No	SHBD	COMMUNICATIONS
CN09-442	1317	Forrest St	Oldershaw House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-443	630	13th Ave	Clinton/Cook House	No	Yes	Yes	--	SETTLEMENT AND EXPLORATION
CN09-444	1304	Forrest St	Abbott House, North Side Grocery/Market	No	No	Yes	--	SETTLEMENT AND EXPLORATION, COMMERCE
CN09-445	504	13th Ave	Boyd House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-446	1317	Elm St	Hume House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-447	1329	Elm St	Saali/Herbert/Koehn House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-448	509	14th Ave	Heaton Rental Duplex	No	No	No	--	SETTLEMENT AND EXPLORATION

Site Number	Street Address		Historic Name	Indiv. NRHP Status		Local Land-mark	NRHP District	Historic Context
				Listed	Eligible			
CN09-449	1342	Forrest St	Adams/Grage House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-450	1328	Forrest St	Follett/Statler House	No	No	Yes	--	SETTLEMENT AND EXPLORATION
CN09-451	1244	Forrest St	Cronk House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-452	930	9th Ave	Donald J. Tedesco, Attorney	No	No	No	SHBD	COMMERCE
CN09-453	508	12th Ave	Jackson House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-454	1233	Elm St	Eby House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-455	1140	Forrest St	Hellwig House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-456	1105	Elm St	Jessen House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-457	521	11th Ave	Siedow House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-458	505	11th Ave	Siedow House	No	No	No	--	SETTLEMENT AND EXPLORATION
CN09-459	1232	Jackson St	Sidney Community TV	No	No	No	--	COMMERCE

NOTES: NRHP District indicates presence in the National Register-listed Sidney Historic Business District (SHBD) or in the potentially eligible Sidney Warehouse District (SWD).

Art Moderne Style (circa 1930-1950). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

Association. Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

Balloon frame. A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

Bay window. A decorative window that projects out from the fl at surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

Boom-Town (circa 1850-1900). See false-front.

Brackets. Support members used under overhanging eaves of a roof, usually decorative in nature.

Building. A building is erected to house activities performed by people.

Bungalow/Craftsman Style (circa 1890-1940). An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

Circa, Ca., or c. At, in, or of approximately, used especially with dates.

Clapboard. Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

Colonial Revival (circa 1900-1940). An architectural style that relies heavily on a simple, classically derived entrance to indicate the style's architectural heritage. Colonial Revival houses often feature symmetrical forms and elevations, side gable roofs with dormers, columns, and shutters.

Column. A circular or square vertical support member.

Commercial Vernacular Style (circa 1860-1930). A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.

Contemporary (circa 1950-1980). A style that relies on minimal architectural detail and harmony with nature, through the integration of the building into the landscape. Contemporary architecture often features large expanses of glass, geometrical and angular shapes, and fl at roofs. In some cases, Contemporary houses are modified Ranch and Split-level forms.

Contributing (National Register definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

Contributing (NeHRSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHRSI criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHRSI is generally evaluated with less strictness than for an individual listing on the National Register, yet more strictness than a building which may "contribute" to a proposed National Register district.

Cross-Gable (circa 1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

Design. Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

Dormer. A vertical window projecting from the roof. Variations of dormer types can be based on the dormer's roof form, for example shed dormer, gable dormers, and hipped dormers.

Dutch Colonial Revival Style (circa 1900-1940). A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

Eclectic Style (circa 1890-1910). An eclectic building displays a combination of architectural elements from various styles. It commonly resulted when a house designed in one architectural style was remodeled into another.

Elevation. Any single side of a building or structure.

Eligible. Properties that meet the National Park Service Criteria for nomination and listing on the National Register of Historic Places.

Evaluation. Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (National Register) listing is determined.

Extant. Still standing or existing (as in a building, structure, site, and/or object).

False-front (circa 1850-1900). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as "boom-town."

Feeling. Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

Fenestration. The arrangement of windows and other exterior openings on a building.

Foursquare Style (circa 1900-1930). Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.

Front Gable (circa 1860-1910). The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

Gable. The vertical triangular end of a building from cornice or eaves to ridge.

Gabled Ell (circa 1860-1910). The vernacular form of a building, generally a house, in which two

gabled wings are perpendicular to one another in order to form an "L"-shaped plan.

Gable end. The triangular end of an exterior wall.

Gable roof. A roof type formed by the meeting of two sloping roof surfaces.

Gambrel roof. A roof type with two slopes on each side.

High Victorian Gothic (circa 1865-1900). This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.

Hipped roof. A roof type formed by the meeting of four sloping roof surfaces.

Historic context. The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

Integrity. Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period.

Italianate Style (circa 1870-1890). A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

Keystone. A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

Late Gothic Revival Style (circa 1880-1920). A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

Location. Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

Materials. Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

Mediterranean Revival (circa 1900-1940). These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

Minimal Traditional (circa 1935-1950). Loosely based on the Tudor Revival and Colonial Revival style, Minimal Traditional homes are small, unadorned cottage-sized structures characterized by a side gable form with shallow eaves and a front-gable entry vestibule.

Multiple Property Nomination. The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

National Register of Historic Places (National Register). The official federal list of districts,

buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices.

National Register of Historic Places Criteria. Established criteria for evaluating the eligibility of properties for inclusion in the National Register.

Neo-Classical Style (circa 1900-1920). An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

Noncontributing (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

Noncontributing (NeHRSI definition). A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHRSI criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHRSI inventory; however, exceptions do exist.

Object. An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

One-story Cube (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

Period of Significance. Span of time in which a property attained the significance for which it meets the National Register criteria.

Pony truss bridge (circa 1880-1920). A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.

Portico. A covered walk or porch supported by columns or pillars.

Potentially eligible. Properties that may be eligible for listing on the National Register pending further research and investigation.

Property. A building, site, structure, and/or object situated within a delineated boundary.

Property type. A classification for a building, structure, site, or object based on its historic use or function.

Queen Anne Style (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

Ranch (circa 1945-1970). An architectural form that was the dominant postwar house type throughout the country. These houses have a one-story elongated main mass, asymmetrical facade, and low-pitched roof with wide eaves. Additional characteristic features include a large picture window on the facade, elevated windows, integrated planters, wrought-iron porch supports, wide chimneys, roof cutouts, and an attached garage or carport.

Setting. Quality of integrity applying to the physical environment of a historic property.

Shed roof. A roof consisting of one inclined plane.

Side Gable (circa 1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

Significance. Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

Site. The location of a prehistoric or historic event.

Spanish Colonial Revival Style (circa 1900-1920). These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

Structure. Practical constructions not used to shelter human activities.

Split-level (circa 1955-1975). A house form that is characterized by a one-story main mass resting on a raised foundation and connected to a two-story mass partially below grade, thus resulting in three floor levels of divided living space. Influenced by the Ranch, Split-level houses often feature horizontal lines, low-pitched roofs, overhanging eaves, and attached garages.

Stucco. A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

Tudor Revival Style (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

Turret. A little tower that is an ornamental structure and projects at an angle from a larger structure. Two-story Cube (circa 1860-1890). The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.

Vernacular. A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

Workmanship. Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

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